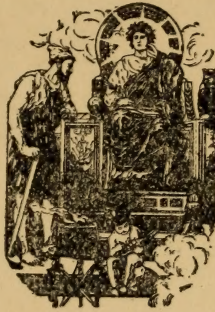


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AUG. 5, 1897

J. W. Anderson

BEARINGS



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Vol. XVI

No. 1

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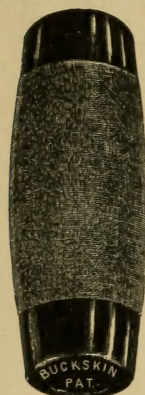
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A WAYSIDE REPAIR.

BEARINGS

VOL. XVI

CHICAGO, AUGUST 5, 1897

No. 1

FROM LONDON TO PEKIN AWHEEL

By William J. Reid

CHAPTER VII



For the traveler proceeding from Rakka eastward to Mosul, the direct route would be almost in a straight line passing through the valley of the Khabur river, a short distance above the spot where it commingles its stream with that of the Euphrates. But in my case this was rendered impos-

sible, or at least impracticable, as this country, while beautifully fertile and delightful in scenery, presents hardly a single method of passing over its broad expanse excepting on foot or on horseback, even this latter being a very precarious mode, as there are no roads worthy of the name, and the country is very uneven.

Of these important facts I was assured by my kindly entertainers of the Rakka mission, who advised me to take the route further to the north, in the form of a semi-circle, as I would thus be insured fairly good roads and bridle paths used by the coaches and the ordinary caravan

trade, and in addition would meet with inhabited places at more frequent intervals, and perhaps find the friendly assistance of caravans to escort me through the harder and more dangerous parts of the country. By this route my course lay through the headwaters of the Khabur river and into a portion of Kurdistan, this latter being a feature which I did not count upon with pleasure, for it had been with the intention of escaping this country that I had passed through Asia Minor to Adana to reach Teheran, instead of the more direct route by way of Erzeroum and the country beyond.

I was not sorry after I had been on the road a day that I had taken the longer route to the northward, for the road on which I was traveling was such a slander on the real definition of the word road, that if those of the other route, which I had previously had in mind, had been worse, I do not see how pen could describe their wretchedness. The country was well enough populated, far too much for comfort, for even thus early I found a change in the manners and customs of the natives, for each mile progressed, the hostility and semi-barbarousness of the west-

tern part of the country was here finding its counterpart.

My first experience of this kind, not novel by any means, but still rather new after I had become used to the easy journeying unattended with dangers from Adana to Rakka, was near sunset on the same day that I left the latter town, when I drew up at a little village in the plain which I had had in view all afternoon from the height of the hills, and which from a distance presented as peaceable and welcoming an appearance as one could well desire as a resting place after a hard day's toil. I found out, however, sooner than I had anticipated, that the view from a distance was its best feature, for, as usual, crime and dirt went hand in hand, and the place was abominably filthy. The streets were full of green scum, covering stagnant pools, which I could not help but think must be frightful sources for the spread of disease.

And to gee in with this defect the inhabitants greeted me with dark scowls and furtive glances of distrust and with envious glances at my belongings, of which there could be no mistaking the meaning. Munzil khana was beyond description the most abominably filthy and disgusting I had ever entered. In fact it was simply unendurable, and, in spite of the fact that quite a little crowd had gathered with a general air of bellicoseness that did not portend anything good, I passed through the streets in search of a more fitting stopping place for the night. Striving to enter a coffee shop I found it already filled to the door, those inside crowding at once to the front to prevent me from entering. By this time the mob following me had become more aggressive, and as a small shower of stones and dirt fell near at hand I stopped and expostulated, and threatened as well under the circumstances as I could. The fact that I

was a Frank and a Christian dog of an unbeliever was sufficient in their eyes to put me down as worthy of especial attack, and they were surely making active preparations for it. I was unresolved as to whether I should stand and make a fight of it, or ride out of the inhospitable place and camp in the open for the night. If the village had contained one inn or abode worthy, or even possible, to have passed the night in, I should have been sorely tempted to have made a vigorous stand, in spite of the number of my assailants, for nothing serves to intimidate this cowardly rabble of the east as a bold and determined front.

The next four days of riding passed in rapid succession, and as the Kurdistan border approached nearer, I found the difficulties to further progress constantly increasing, for, if the government had the natives under a vigorous hand at the time I could not help but feel commiseration for those travelers who had necessarily been obliged to pass through the country when the natives held full sway. Late on the fifth day from Rakka I reached the Khabur river, which marks the dividing line for some distance between the provinces of Aleppo and Kurdistan.

I can not but say that my introduction into the latter province was in the light of a most agreeable surprise. On arriving at the right bank of the river, which at this place is quite a considerable stream, I found that there were no means of crossing. I was in a dilemma, when two men appeared on the opposite shore and after hallooing for me to wait, they entered a little hut and soon came back to the water's edge with a rude sort of raft, made of tightly blown bladders, over which was stretched a covering of dried sheepskins, serving as a deck. The craft, however, was unable to hold much weight and holding onto it merely to partly sup-



A missionary.

port their weight they pushed it across before them and had soon reached the spot where I stood. Here we were obliged, after stowing my wheel on the float, to install ourselves into human paddle wheels, whereby we had soon navigated to the opposite bank.

On making known the fact that I was hungry and wanted a place to stop for the night, they guided me to a large encampment of Kurdish villagers. These latter received me very well and accommodated me with a sleeping place in one of their large tents, but so far as I was concerned the name was a misnomer, for what sleep I gained was of a very meager kind, both as regards quantity and quality, for the fear of being butchered during the night served to keep me very much awake. I left the Kurdish camp in the morning. During the day I frequently came upon large herds of sheep and goats browsing at large over the rich herbage. Not once did I catch a glimpse of herdsmen, and with the well-known thiev-

ish proclivities of the Kurds I could not understand how it was that the owners of these flocks, for private property they surely were, could allow their wealth to wander thus aimlessly around the country without suffering serious losses. But, as there is honor among thieves, this characteristic seems to prevail to some extent among the Kurds in their dealings with each other. In fact, all their private affairs are managed with the most strict uprightness, which seems all the more remarkable when one is acquainted with their attitude toward strangers.

Two days more of uneventful riding through a seemingly uninhabited country and I was well into Kurdistan, and by another day's journeying I might have reached Nisibin to the northward and from thence have reached the waters of the western Tigris and proceeded all the way along its banks to Mosul. But as this would have lengthened the journey fully another half week, I chose the more direct road by striking at once across

the southern point of Kurdistan and the northern part of Bagdad province.

Once past the borders of the former, in a measure savoring of the savagery of its inhabitants and entering the rich Bagdad province, which for nearly its whole distance is covered by the grand valleys and rich plains of the Tigris and its tributaries, the route for the remainder of the week's wheeling was much like that of the country from Adana to Aleppo, and, far from making any show of animosity, I found the natives most kindly disposed the whole distance, and thus able to enjoy myself to the fullest extent it was with a feeling almost bordering on regret that I entered Mosul and left behind the glorious panoramic changes of the country leading up to its gates.

Mosul has been spoken of as attractive and interesting but whoever enunciated these sentiments must have had in mind more the novelty of its polyglot characteristics than the natural and physical beauties of the place. As for the city itself it would be impossible to find a filthier or more uncleanly spot. From time immemorial it has been from this district and this city that all the great plagues in the world's history have had their origin, and when one has had the chance of closely inspecting this breeding place of epidemics, he has small cause for wonder that disease is not even more prevalent than it is. As regards the population of the city it is made up of Mohammedans and Christians exclusively, the former amounting to nearly five-sixths of the population. Yet the comparatively small handful of Christians manage to hold up their end very well, though the way they can do so is a mystery, for religious dissensions are matters of frequent occurrence and invariably at frequent intervals lead to bloody riots. In spite of the decimation which seems to go on in their ranks from disease

and the effects of proselytism, the Christians do not seem to be affected to any great extent, but rather to increase in power after each successive outbreak.

During my three days' stay, as at Rakka, I intrusted myself to the care of the members of the American mission, and to such good advantage that I found it hard to leave the interesting city behind and plunge through the remaining country of Asia Minor to the Persian border, and then the long and monotonous journeying of 600 miles to Teheran.

Across the Tigris, and at once in distinct comparison to the country on the right bank of the river, which is of quite a low altitude, steep hills shoot up abruptly, to give way farther on to high mountains and snow-capped peaks. Soon recovering from the attack of low spirits occasioned by the knowledge that I had left behind me in Mosul the last I should probably see of Americans or Europeans for some time to come, I soon found myself rolling over gentle uplands and constantly ascending, the steep being far more terrifying when seen from the river banks than when really encountered. The land was very rich, and was covered for the most part with luxuriant pasturage, and, if I had marveled before at the enormous extent of the herding industry in the east, I had now even greater cause for wonderment, as the country was teeming with herds of goats and flocks of sheep.

Instead of proceeding to Teheran over the regular route pursued by traffic to the southward and eastward by way of Sina and Bukubad the unwelcome information that I had received at Mosul that the tribes on the Ardelan border were in a state of ferment effectually put a quietus to hopes of going by that route. I might, nevertheless, have followed to advantage my original intentions if I had wished for safe traveling, for

the new route which I had chosen directly to the east to Kasbin and thence southeastward to Teheran, carried me right through the heart of the Persian portion of the Kurdistan province in the wild and unfrequented mountain regions of northern Ardelan and southern Ardebaijan.

The first stage of my journey, leaving Mosul, lay to Erbil, a small village a few miles across the Great Zab river, which flows into the Tigris a little way above the former city, a distance of some fifty miles. As I had come somewhat over thirty miles of the distance on the day previous there remained but a score or more to finish, and under ordinary conditions I should have been over them by forenoon, but the plain soon reached its termination and at once the mountain ranges towered skyward. Over the rocky passes I toiled all day with the sun beating down on my head with a fierceness that made wheeling positively dangerous, and about the middle of the afternoon the mud walls which constitute the chappa khana of Erbil hove in sight.

It was a miserable place, a mere stable yard, and very different from the well-built and tolerably neat caravanseries of the Aleppo and Mesopotamian provinces. If the place had been in the least inviting, I should have been tempted to give up further travel for the day, as the toilsome drag over the stony steep had used me up. But as I noticed the filthiness of my surroundings, not even my fatigued condition was sufficient to restrain me, and after a meal of the invariable eggs and milk which form the sole article of diet in eastern Asia, I rode on until nearly midnight, when I found a little mountain village, with a most hospitable khan, where I was able to regale myself with fresh fowl and the remains of a roasted kid, for which, after feasting, I found I was destined to pay liber-

ally, as mine host was evidently one of those bonifaces who formulate their rates according to their guests rather than by the actual cost of the food.

Leaving Jedi Abbas, which I reached shortly after noon of the next day, I found that the small river on whose banks it is situated, the Little Zab, runs the whole distance to Sardhardt, fully half the journey to Sakis, and enabling much easier progress than would have been the case had the road led directly over the steep mountain heights. A caravan was just starting out as I was leaving and not to break my good intentions I traveled along in company. Contrary to expectation I was not obliged to bind my wheel on the back of one of the train mules, for although at intervals of every two or three miles we would come to some difficult places in the road where progress afoot was absolutely necessary, still I was able to ride for the greater part of the distance, and found no difficulty in keeping pace with the slow moving caravan. I do not know whether it was the presence of our zaptiehs, or our general appearance of being able to take care of ourselves, but during the day we passed through the Kurdish villages at distances of every few miles without encountering opposition, and although the inhabitants received us with a forced show of friendliness, there was no mistaking the import of their sinister glances and their furtive and half uttered imprecations.

With the road along the Little Zab river passable enough for all practical purposes we journeyed along at a fairly good pace, and at the end of the first day had gone over two score miles and, at sunset, figuratively dropped anchor at Kunzil for it is the invariable rule of caravan traffic that all journeying shall be done, if possible, in the daytime. The munzil khana was nothing but a

low built, one storied hovel, with a solitary hole in one side, which answered the purpose of a door, and through which we were able to climb only by getting down on our hands and knees and worrying our way through the narrow entrance to the inside. I stood the evil smelling place as long as I was able, and also the mingled breath and perspiration of human beings and the village pack of dogs, who seemed to have pre-empted the place for their abode, and after mature deliberation I concluded that it would be better to camp in the open air, a resolution which I soon carried into effect.

No skillfully drawn pen picture nor the finest work of the artist can depict the desolation of any part of the road between Kunzil and Sardhardt, our stopping place at the end of the third day. The country was bad, the roads were worse, and the natives were worst of all. At each step they seemed to grow bolder and more defiant, while in the daytime we were obliged to swelter in a broiling sun, and at night to undergo the change to polar frigidity. When, after passing through many bypaths and crooked, treacherous roads, we reached Sardhardt it was to find a pleasant little town awaiting us, and what was better a first rate munzil khana.

The way from Sardhardt to Sakis is uninteresting. The road is "where you please," for the whole stony plateau, with incipient mountain peaks shooting up all over it, may all be considered as the road, for there is none other visible. Twenty-five or thirty miles a day of ten hours is the ordinary caravan rate of traveling, and at this pace we passed out of Sardhardt, after I had served as an object of much wonder and amusement to the townspeople. Then into the deliciously green forest, which for nearly a day's riding covers the intervening distance to Ardalis, a

wretched little [Kurdish] village, with the unenviable reputation of containing a most noted thieving population where we halted for the night. On preparing to resume the road next morning it was to find, that, in spite of our vigilance, the wily Kurds had been able to steal four of the caravan mules, and the harnesses of nearly all the rest. The leader of the caravan was furious and after venting his first wrath on the zaptiehs for not guarding the property, as they had been paid to do, he armed every one and marched at the head of this formidable array into the village, and in the most terrible tones announced that if the mules and harnesses were not at once forthcoming in half an hour that he intended to burn the whole place and murder every mother's son of them. His threats had the desired effect, for the whole property was soon recovered, and after some delay we were able to proceed.

I thought that I had never seen a more lovely sunrise than that in the faint light of which we left the dirty munzil khana. If Persia can boast of nothing else she can of her glorious sunrises, unparalleled elsewhere. One can well imagine why the golden orb should figure as the national emblem of the country. During the day our route lay through a steep and gloomy mountain gorge, where we feared attack from robbers; but it was not to be, and, after being held in nervous suspense for the whole time, toward evening we debouched onto a dusty plain, and a few miles farther on reached Sakis, which was the destination of the caravan.

The little town is nothing more nor less than a mud built chappa khana and caravanserai, and so entirely the color of the surrounding plain that we had almost brushed up against it before it came into view. The khana was fortunately infinitely better than that in which I had been compelled



A shepherd boy.

to pass the previous night, and the town itself was not half bad. Between its equal mingling of Kurd, Arab, and Persian, who are continually striving to outdo each other, some attempts at keeping it decently clean have been made. The task of keeping the predatory tribes of the neighborhood in a state of order was

doubtless not an easy one, for I found that the place contained quite a large complement of troops.

I was scarcely installed in the khana when the military pasha of the place came sauntering along, and calling into requisition the services of the khana, a middle-aged Arab of considerable intelligence and who

was acquainted with a fair smattering of English, to act as interpreter, we had soon entered into a weighty confab. The robbing and murderous characteristics of the natives of the district seemed to be a tender spot with my military friend, for at the mere mention of them he raised his eyes pathetically heavenward and threw up his hands in righteous horror, as if to intimate that mere vulgar words could not begin to express their terrors.

He could not undeceive himself of the fact that I was a Russian, although my conversation through the interpreter had been carried on in English, and took good care that when I asked him any question concerning the political or military status of the country to give me guarded answers, accompanied with a sly wink and a dry chuckle, doubtless meant to inform me that he was more than an ordinary match in diplomacy. I tried to reassure him on this point by explaining the fact that I was traveling through the country for pleasure, but he evidently could not see what pleasure there could be in toiling over hard roads and facing the dangers of robbers and Kurds, and, despite all my explanations, I doubt not clung to his original suspicions.

When I told him that I was an American, I might as well have given him the information that I was a

South Sea Islander, or a Fiji, or some other outlandish nationality, for I could not make him understand; America was undoubtedly a place foreign to his imagination, his only knowledge of white strangers being that they were either Russians or Franks, this latter term being that in vogue in eastern and central Asia to express all other Europeans or whites except Russians.

There can be no doubt but that already Russia is holding a tight hand over Persia, invisible as it is from surface conditions, and is but biding her chance when she may sweep down on the whole region to the Persian Gulf and add it to her extensive domains to the north. Already Russian dominance is manifest everywhere in this country, it is flooded with her merchants, traders, spies, and officials; bribing here, conciliating there, engaging the support of the mountain tribes in one district and assisting the government against them in another, in every action laying her skillful plans for the mighty upheaval when the proper moment shall arise. She never rests, her work is never finished, the threads of the marionettes that will serve her are being arranged to be operated by her strong hand when the time shall come for the next move on that great checker board, whose theater of action is central Asia.

(To be continued.)





Like a Father to Them.

Chairman Mott is perfectly just in his dealings with the racing men. Some of the racing men are disposed to rebel at what they choose to style unfair treatment, but then these men would kick if they were hanged. There has not been a chairman for some years past who has tried to work for the interest of the racing men as hard as Mr. Mott has worked. He has been more than fair. There have been no insane suspensions such as that placed on the three St. Louis conspirators, who were expelled for two years (the original sentence was for life) for talking. Mr. Mott does not go haphazard into a thing, just on suspicion. He takes the matter in hand and sifts it to the bottom. He treats the racing men as though they were great big boys of his own family whom he was averse to punishing until he found them really guilty. He takes the racing men into his confidence and advises them like a father. Mr. Mott loses nothing by this and he gains friends from day to day. A number of incidents have shown the fairness of the man this season. The Washington incident, when the three men pooled issues, is one of these. In that case he suspended the men, but when they told him their story he gave them much

good advice, and, patting them on the back, forgave them for their error and made them pay a fine that they might not forget the lesson learned. In that case the chairman found that the men did not err knowingly, and instead of making them awful examples, he fined them and then warned others.

In the case of Cooper and Loughhead, he suspended them, and, after an investigation, reinstated them that they might lose no time from their work. Cooper and Loughhead rode without a sanction for a special race. They were told by the race meet promoters that a sanction had been obtained. The chairman wired to Buffalo to Loughhead that he could ride providing he would telegraph the amount of the purse received at Port Huron. Loughhead did so, but placed the amount slightly lower than the real amount secured, for reasons best known to himself. Mott wired the desired information but warned the Canadian that it would be best to be fair with the racing board.

When the racing men were at Charlotte, Chairman Mott telegraphed to them at his own expense that there were no other National circuit dates until St. Louis, June 12, but that they would find many days of racing in the east during the time. No other

chairman of late years would have thought of doing this, in all probability. Certainly none has been known to do such a thing, and the racing men speak of it often of late.

It will pay the racing men to be square with this chairman of the board. They have not the slightest cause to dread him in any way. He is square with them and racing is progressing finely.

He "Got Swelled on Himself."

There is a wonderful increase in the value of a racing man after some performance of merit. Last season a man, comparatively unknown, went to a prominent meet. He had done well the year before in the amateur ranks and had turned professional only on the advice of the racing board, which advice was imperative. In the more speedy company he found himself at home, and at the finish had the good fortune—it may have been owing in a large part to good headwork—to be at the front of the bunch. In the rush he gained the rear wheel of the winner and came in second. In another contest he was again to the front. Just after the meet, a prominent trainer went to the man. It might be mentioned, to make the story interesting, that this same young man had asked for a position prior to the meet at expenses only in order to secure a berth on the circuit. After his two notable rides he asked \$25 a week and all expenses, refusing to sign a contract even at that and wanting a place where his salary would be raised as he gained the top, which he confidently asserted he would gain, and that within a short time.

The young sprout was not signed and was never heard of in fast company after that. His head was so large it was a drawback, figuratively speaking. Next year he may make his demands more in the bounds of reason and he may be signed. In the hands of a good trainer such as

offered him a position, he would do well. Of that there was never any doubt. Such is the experience of numbers of young racing men during a season on the circuit. Some come out of their shell, take a small salary to start with, and amount to something in the following years. There were few of the good men of past times who did not start their careers as racing men with salaries far too small for their performances but who as a rule gained a good stipend in the years following. The average racing man is on the path perhaps four or five years, and during the last two years, when his reputation has been made, he receives probably all he is worth. During the seasons of his coming out he receives but a small amount. The maker pays for the reputation in later years and in the beginning of the career of any man he pays for the experiment. All men do not turn out well but all have a start in the racing world. The makers pay for their experiments and the percentage of failures is very large, perhaps ninety per cent. By failures are meant the men who do not come out near the top and do not make more than an average reputation.

Young racing men make the error of thinking themselves top-notchers after one victory or after one month's performances, and many do find makers who will keep them going on the circuit from month to month on the reputation gained by a few performances. But all makers are not so constituted and fewer men are now being signed hastily than ever before. The maker reserves the right to discharge a man should he not keep up to the standard or should he fail to improve as rapidly or as steadily as he should with the benefit of good training.

Advice, if given to a young man, would be about as follows: Accept any offer that is made you for the

first season if you feel that you have ability; do your best at all times, strive always to improve, and do all in your power to aid your trainer in developing you. Do your best at all times for the best is none too good, and trust to the future for a salary commensurate with your ambition.

A One-Armed Wonder.

Detroit has a phenomenon by the name of Stevenson, a one-armed racing man. Stevenson's one arm is not used to mark him as a freak, and his deformity is not paraded before the people any more than can naturally be helped. He wins his races in as dashing style as though he had two arms with the full quota of strength. Stevenson has been racing for some time and has won numerous places on the Michigan circuit. But the wonderful part of the riding of this man is his work on tandem and triplet. He is the steersman, the last position in the world that a one-armed man would ever be placed. At the meet in Detroit Thursday night he took the front seat of the triplet, and with two good companions rode a quarter-mile in :25, never leaving the black mark more than a few inches. This is amateur record. Stevenson steered the machine quite as well as could a man with two arms. He follows pace quite as well, and sprints out past the pacemaker at the finish. Stevenson says that the only trouble with his riding is that he has only one arm, and that that is on the wrong side, the pole side. When a man elbows him he can not get back except with his knee. He was advised to have made a large spiked dog collar, and to wear this around his body to prevent his competitors from elbowing him.

"Wooden Shoes" Goes East.

"Wooden Shoes" Sanger arrived at his home in Milwaukee a few days ago, after a successful visit to Denver and vicinity. He left for Philadel-

phia early Monday morning to compete in some of the professional races. After the meet he will remain in the east until late in September, when he will probably return home. Regarding his Denver trip, Sanger said:

"My riding, so far, has been satisfactory to me. I have won nearly everything that I went after. Denver as a racing town is dead. There has been so much 'fake' racing there that people won't turn out to see the legitimate sport. I did not have such an easy time winning the Hachenburger match, as I was not used to the climate. As for the Hamilton match, I had things my own way. I was used to the climate by that time, and was in the pink of condition. I also defeated Albatross, the famous horse, and expect to race him again in Wisconsin late in September.

"I have an offer to ride a new geared wheel and if I find it satisfactory for racing, I will sign the contract. The new machine is all right for record work but how it will work in racing remains to be seen. I will go to Charles River park after the national meet and expect to arrange a match with Starbuck for \$1,000. I will also ride at the Springfield meet and participate in the races at Manhattan Beach. I do not know where my match with Bald will be run."

Sanger says he was never in better condition in his life; also that he is riding better than ever and asserts that he will get "Bundles" Dumbleton to take care of him when in the east.

They Prefer Open Events.

Bald, Kiser, and Cooper are through with match racing for some time to come, as all three men admit. They say the hard work of riding races on the best two in three plan does not pay at all and that more money may be made in three open races on the National circuit, the equivalent of the best two in three plan of match racing, than in the

match contests. In the Michigan races there has been little guaranteeing of purses and the percentage plan has not figured large amounts in a number of instances. All give it as cold, indisputable facts that no races in the future may be planned for the big men unless the purse is guaranteed to run to a certain figure. In one way this is giving away state secrets known fully to the racing board, which makes necessary the filing with the chairman of all contracts made for match races, but unknown to the general public.

Chairman Mott has also something to say in the matter, and the chairman looks upon the National circuit as his especial pet. No sanctions will be allowed for match races that will tend to keep the men away from National circuit meets, even though the match races be not on the same dates as National circuit meets. This practically means that the men will be driven into National circuit contests as the only races in which they may compete and make money.

The chairman also takes another matter upon himself and the big men will be compelled to ride exhibitions at meets under sanction and sanction only. The exhibition will be for a stated purse, which must not be higher than \$100. In this way the announcement was made at Manhattan Beach last Saturday that Earl Kiser would ride a half-mile against the track record for a purse of \$100. It was said at the time that no sanction had been secured for that ride but as Chairman Mott was present, no trouble is likely to ensue from that venture of the Dayton lad. The late entrance of the big men to the meet was through their demands for exhibition rides, so it was said, and the failure to advertise their appearance was brought about through the liability of the club to suspension of sanction privileges should it advertise the presence of the men and should they fail to ap-

pear. In other words, it was impossible to advertise entries not received.

Roasted Mott to His Face.

While Chairman Mott was sitting in the press stand at Manhattan Beach, last Saturday, talking to the writer, a trainer came up and said:

"Are you the referee today?"

"I am," replied Mr. Mott.

"Well, my man Nixon wants to ride today. Chairman Mott suspended him without cause, and as he has paid his entry fees for the meet of July 5, I thought you would allow him to ride today. He is entered."

"But has he received his notice of reinstatement?"

"He has not. That chairman is a beaut. He suspended the man for not paying entry fees, and now we are unable to ride at this meet and we paid the entry fees all right."

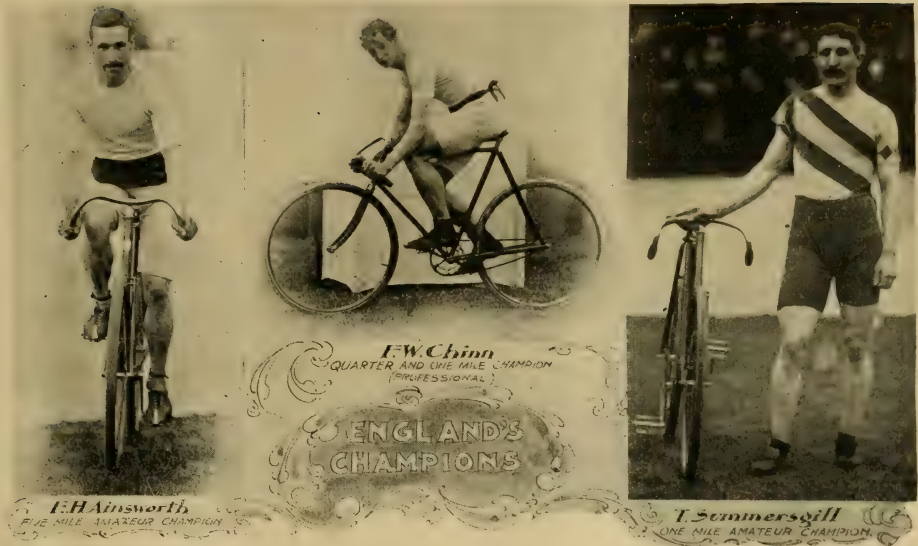
"But I have thousands of such cases right along, and can do nothing else but suspend. Your man will have to remain idle until he gets his notice of reinstatement by the regular channels."

Then, and not till then, did the trainer tumble to the fact that he was talking to the very man he was so anxious to roast, and his exit from the press stand was awkward to say the least. In the dressing rooms, it is said, he nearly fainted, and neither he nor Nixon made another application to ride that day.

Kiser Still Indignant.

Earl Kiser is still very indignant over the Racine matter, and while he has paid the \$100 it has been under protest. Kiser says that not only has he had to pay the \$100 but the racing board member for that district, Mr. Dixon, has ordered him to pay the entry fees for the meet, \$12 in all. As Kiser was regularly excused from riding at Racine there seems to be a matter here for the investigation by the racing board itself.

NEWS IN GENERAL



THE ENGLISH CHAMPIONSHIPS.

How Chinn, Summersgill, and Ainsworth
Captured the Blue Ribbon Events—
Carwardine Cup Race.

London, July 24.—The second installment of the N. C. U. championships at Aston, Birmingham, was attended by 13,000 people, and will bring to the union about \$1,800 profit. The weather, though very warm, was cloudy and scarcely a breath of wind prevailed. The crawling tactics almost universally adopted by the riders proved wearisome in the extreme to the spectator, and I think the day is approaching when the union will have to impose time limits, or introduce a pacer in the races.

The one-mile amateur championship resulted in a victory for the Leeds rider, T. Summersgill, who took advantage very cleverly of an error of tactics by Bourke, and won by three yards in 5:52½. Appleby, of Birmingham, much fancied as a winner, was third and last in the

final. Of course, the greater part of the race was an unmitigated crawl. Just before the bell, Bourke, finding himself last, and unable to pass on the right of the riders loafing on the bank top, dashed away at a great pace, but was immediately pursued by Summersgill, by whom he was outprinted in the final straight. P. W. Brown, the holder of this championship, was beaten in the second round by Appleby, despite the fact that Brown claimed a foul. Three dozen started.

Then came the quarter-mile professional, in which eighteen entered and started. The holder, J. Green, is still away in Australia. The heat winners were Chinn, H. Brown, Barden, Gascoyne, Macferson, and Osborn. The final was won by Chinn by a clear length in :33¾, Macferson being second, and Gascoyne third. The last named trusted to his long sprint, but was outpaced in the straight by Chinn.

The mile professional champion-

ship brought out eighteen starters. Barden (the holder) beat Djakoff, Chinn beat Pope by inches, Watson beat Harry Brown, and Gascoyne beat Osborn. The final resolved itself into the inevitable procession, Chinn leading. Half a lap from home Gascoyne jumped, but Chinn, hearing the shout, lost but little ground and outsprinted his opponent in the straight and won by a length, Watson close up. Barden finding himself pocketed eased up. Time, 4:24 $\frac{3}{4}$.

The five-mile amateur championship was contested by twenty-eight starters. Callaghan, Ainsworth, Robinson, and Burnand qualified for the final which fell to E. H. Ainsworth (the Essex champion and mile world's record holder on grass), who beat Burnand by a yard, Robinson being third. Callaghan's chain broke before the bell. Time, 17:42. The holder, M. J. Djakoff, is now a professional.

After the meeting the Birmingham Center entertained the officials and racing men to dinner at the Great Western hotel. The union and the new champions were toasted, Dr. Turner responding for the former, and Chinn and Ainsworth for the latter.

The only meeting in London was that of the Anerley B. C., at the Crystal Palace, where a good crowd witnessed the 100-mile amateur race for the Carwardine cup. Among the sixteen starters was F. D. Frost, the holder, who retired at seventy-two miles. A. H. Harris, after riding steadily for forty-five miles, took the lead and ultimately won in 3:44:15 $\frac{1}{2}$, A. W. Turner being second, two laps behind, and A. P. Pepper, third.

At Danelly, on Saturday, Tom James and A. E. Kennard rode a couple of races for \$500 a side, the distances being one mile and five miles, respectively. James won both races with ease.

Two thousand, five hundred spectators witnessed the five-mile Scottish amateur championship ridden for at Dundee on Saturday. C. A. Easson beat A. Walker by a wheel in 15:54 $\frac{1}{2}$.

During the week M. A. Holbein made an attempt to recover the twelve and twenty-four-hour road record recently captured by George Hunt, but had to abandon his effort owing to heavy rains and thunderstorms. W. J. Neason's attempt on the twenty-four-hour record also proved a failure.

Platt-Betts has challenged Tom Linton to ride a match at thirty miles within a month from date. Linton's reply is awaited with interest.

C. W. HARTUNG.

PARIS' NEW TRACK.

All the French Cracks Compete for Big Money—Stocks' Easy Victory Over Champion.

Paris, July 23.—The inauguration of the new Vélodrome du Parc des Princes marked an event in the annals of cycling sport in France. The new track is situated at Auteuil, at the gates of Paris, and is very easy of access, trains, tram cars, omnibuses, and the Seine river boats landing their passengers almost at the gates of the Vélodrome. The track is a circuit of 666 meters, is well banked, and those who have tried it pronounce it to be the fastest in France. It is the largest ever built in France.

The track is under the management of Monsieur Desgrange, who ran the late Winter track, and is affiliated with the Union Vélocipédique de France. It will give meetings in opposition to the Seine and Buffalo tracks.

The great event of the opening day was the Grand Prix de l'Union Vélocipédique de France, open to all riders holding a license of the U. V. F. or of any federation affiliated with the International Cyclists' Association. The preliminary heats only

were ridden off last Sunday, the semi-finals and the final to be disputed on the 25th inst. The winner will take 10,000 francs as first prize money, the second 1,500 francs, and the third 500 francs.

The Best Men Won.

All the big cracks took part in the Grand Prix. The results of the series were all regular. In every heat the best man, or the man possessing the best form at the present moment, won. Morin, Bourrillon, Nossam, and Momo proved victorious in their respective heats, as expected. Jaap Eden was still suffering from the effects of his fall in the Grand Prix de Paris, and his defeat by Darien caused but little surprise. The same can be said of Parlby, whose wounded leg is far from being healed. Besides, Gras tried a sneak 600 meters from the tape, which compelled the Englishman to go after him, and when Gougoltz challenged him in the last few meters, he was unable to sprint. Parlby suffered defeat in exactly the same way at Tervueren by Rouquette in the Belgian Grand Prix.

Mercier, who possesses a very fine but short sprint, was out of his element at the new track, the long homestretch of which requires a prolonged effort. Courbe defeated him easily and proved himself to be in the pink of condition. The last heat went to Ruinat who is always a dangerous opponent in a long sprint, and who succeeded in killing off Piette and Singrossi, the Italian rider.

Morin, Nossam, Bourrillon, Momo, Darien, Courbe, Ruinat, and Gougoltz thus qualify for next Sunday's semi-finals and finals.

The meeting opened with an amateur race in which Ponscarne, the stayer, succeeded in defeating Defrance and Robert Ducrocq. The 1,500-meter handicap proved interesting, but several of the scratch riders displayed lack of judgment. Momo, for instance, started scratch, and

ought to have won easily. He, however, went off like an express train, catching up to and passing the limit men at the end of the first lap. He cut a stiff pace for the rest of the distance, but in the scramble for the tape, he was lost. Robertson won the final from the 65-meter mark, followed by Gougoltz (40) and Mattemberger (80).

Stocks Wins From Champion.

J. W. Stocks, the English rider, has just wound up a short and brilliant career in Paris. He came across the channel to ride a match race with Linton, and incidentally to pick up one or two other contests. His experiment with Linton was disastrous, as has already been recorded, but his fifty-mile bout with the French champion, Champion, "went his way" by a large margin. His former defeat was buried in the applause of his wonderful victory and record breaking performance in which Champion suffered by the contrast. This event took place Sunday, July 18, at the Vélodrome de la Seine. Champion was lapped four times, and Stocks knocked one minute, twenty-nine seconds off the fifty-mile record, which was made June 1, 1896, by Huret at Catford, and which stood heretofore unapproached. Stocks' time was 1:41:12½, against Huret's 1:42:42.

Stocks is now the "big man" in France, while Linton and Champion are for the moment second in consideration, and Taylor is resting serenely on a solitary but brilliant victory over Linton and Champion. These riders belong to the demi-fond class—that is, good for any distance with hot pacemaking between the short sprint ("vitesse") races and the sweating six to twenty-four-hour contests.

In Sunday's race with Champion the English grinder took the lead at the start and began urging forward the pacing machines ridden by his

countrymen. His cries of "Go on!" "Go on!" were perhaps not literally translated by the big French crowd, but clearly he meant something similar to the well known "Allez!"

In eight laps Champion began to lose ground. Stocks ran the ten-kilometer record off its legs in 11:24½, against the former 11:32½ by Linton. The terrible pace, however, almost disposed of Stocks himself and he fell slightly behind his pacemakers. Champion took courage and chased him, while the people fell off their perches here and there in their excitement. But Stocks continued to gain, and he increased his lead little by little until, at the eighteenth kilometer, he had gained a lap on Champion. He went on and on at a pace that was marvelous, and gathered up three more laps of advantage just as if to amuse himself. Champion couldn't catch on as he came around each time, and could only ride on as best he could to finish up the distance. He made a game effort near the finish, when Stocks was a bit fagged, but it availed him naught. The public howled for Stocks, the great "Aunglay," and the race was over. Stocks will change his French coin into a nice little packet of those white, crisp sheets that beat the bank of England's puissant seal and buy a first-class ticket for London.

Linton's "Soft Snap."

Linton went up to Antwerp and rode a match with St. Hubert, the Belgian. It was "easy." It was so easy that the people very likely wondered what the "inside" conditions of the match might be. At ten kilometers the chain of one of St. Hubert's machines broke, but Linton patiently waited while his adversary was getting under way again, and the race proceeded. Linton took three turns before the finish, and after he had crossed the tape the Belgian brass band blew itself into apoplexy with "God Save the Queen."

Accidents to automobiles that are being driven through the country at reckless speed continue to grace the records. But unfortunately the much hoped for retribution does not reach the man who drives the infernal affair at top speed past the projecting edges and eaves of human and animal life. On Sunday, near Le Mans, an automobile collided with the horse of a regiment captain who was leading a detachment of his men "up the hill." The horse was a hard nut to crack and he succeeded in turning the cumbersome engine over, with its rubber heels in the air. The three riders were thrown like missiles from a catapult, but of course the charm of this existing automobile petroleum-electric knighthood, now so strong in France, saved them from death.

Easy for Huret.

Huret ran a match race with Felix Henry at Rouen, and won by two laps, the distance being fifty kilometers.

In the hour Huret covered 45 kilometers, 270 meters, and the fifty kilometers in 1:06:19. Huret is just now a bit more popular outside Paris than in Paris owing to his curious actions in the Bol d'Or twenty-four-hour race last month.

J. H. COLEMAN.

BELLS AND LAMPS REQUIRED.

Wellington, New Zealand, Authorities, However, Can Not Tax Bicycles—Antiocean News of Interest.

Wellington, N. Z., July 6.—The Wellington city council has finally passed a series of regulations for cyclists in the city. These provide that every rider must carry a bell attached to his machine, and a lamp after sunset, while the pace is limited to eight miles an hour, or four miles an hour when turning corners. The council's solicitor advised that the council could not legally tax a private vehicle such as a cycle, nor compel the registration of such a conveyance,

therefore these proposals were thrown out. The New Zealand Cyclists' Touring Club endeavored to get the maximum speed raised to ten miles an hour, but were unsuccessful, the excuse of the council for not granting such a concession being that if it were conceded cyclists would travel at the rate of twelve miles an hour, as very few riders would keep within the pace prescribed by law. There is much diversity of opinion among riders as to the necessity of a bell, and one individual showed his aversion to this portion of the by-law by riding through the crowded streets of the city last Saturday night ringing a large handbell.

A Hot Scheme.

A scheme has been drawn up by several prominent members of the New Zealand Cyclists' Alliance, which governs the amateur sport, by which that body's riders are to be divided into two classes, one taking cash as prizes and the other trophies, but both competing in the same races. The scheme, which is being submitted to the affiliated clubs, has caused much indignation among other athletic bodies. In my opinion the amateur and professional will never be found competing in the same races in New Zealand, but there is no reason why one body should not control both branches of the sport, and provide races for both classes at every meeting. A further suggestion is that a circuit should be formed on the lines of the circuits in America, and this idea is being received with favor. A similar movement with regard to a circuit is on foot in Australia.

E. Reynolds, the amateur champion of New Zealand, has decided to take up his residence in Sydney, and has joined the League of New South Wales Wheelmen. He is another crack rider who has left the ranks of amateurism for that of cash, as many other brilliant New Zealand amateurs,

such as Pither and Simpson, have done.

A New Zealand Road Record Lowered.

The fifty-mile road record of New Zealand has been lowered at Christchurch by E. A. Archer, who covered the distance on an out-and-home course in 2:32:05, beating the previous record, held by H. J. Pither, by four minutes and twenty-three seconds. Archer was paced part of the distance by a triplet, and at the turning point he had to dismount and sign a record card.

An association has been formed at Christchurch, New Zealand, for the purpose of laying tracks along the city and suburban roads, the bridging of water-races, etc. The association has contributed half the cost of laying down a mile track along one of the Christchurch thoroughfares, the city council paying the other half. Similar associations will shortly be formed at other centers in the colony.

Quite a large number of racing tracks are contemplated in New Zealand, and if all the schemes now planned see fruition, we shall indeed be well supplied in this respect. A first-class track is now in course of construction at Wanganui, Napier is about to follow suit by improving its present track and cementing it at a cost of \$2,500, Dunedin and Auckland are about to have good tracks formed, while Carterton and Blenheim are to have tracks by next season.

Making the Drivers Pay.

Those cyclists in New Zealand who have brought actions at law for the recovery of damages for being run down by drivers of vehicles have certainly no need to complain of want of success in these actions, for the cyclist has invariably got the verdict. Last week W. H. Russell, of Wellington, recovered \$175 damages against a firm of contractors owing to a collision with one of the defendants' ballast trucks. It appears the defendants were in the habit of stop-

ping their trucks suddenly in the middle of a public thoroughfare which their line crossed, and no notice was posted up warning passers-by. Owing to this practice, and being unprepared for the sudden stoppage of one of these trucks, Mr. Russell, who was intending to pass to the rear of the truck, came violently into collision with it, considerably damaging both himself and his machine. Last week a cabby had to pay \$35 for furious driving while drunk, thereby compelling a cyclist to hastily dismount and scramble through a fence, in doing which his wheel and his clothes were somewhat damaged. On Monday last a lady rider secured a verdict against the proprietress of a line of coaches for the careless driving of one of her servants, who damaged her bicycle by not allowing sufficient room for her to pass.

The controllers of the professional racing in New Zealand are trying to follow in the footsteps of the Australian bodies by offering big cash prizes for races. At present, however, they fall far short of those on the other side of the Tasman Sea. The most ambitious programme yet put forth in New Zealand is that just issued by the Christchurch Cycling Club for their meeting in December next, when the total prize money will amount to \$750, with a handicap wheel race of \$250 for first prize.

The question of the carriage of bicycles on the railways of New Zealand is now receiving attention from the government authorities, at the request of the Cyclists' Touring Club. The present method of planking a bicycle down in the most convenient place in a goods van has caused considerable damage to wheels, and it is now intended to try wicker crates for the purpose of inclosing the wheels during carriage. Crates of a special pattern are now being made, and if after trial these are found successful, they will be kept on hand at the

chief stations, and will be available for cyclists at a small charge.

The committee of the League of Victorian Wheelmen are now considering a scheme for league championships modeled on the lines of the French brassard. The details are as follows:

1. A preparatory test race shall be held, of which two months' notice shall be given.
2. It shall be open only to riders receiving less than 30 yards handicap in one mile.
3. The distances shall be one, ten, and five miles, and the first three men in each of the first two events shall be eligible to compete in the five-mile event. The winner of two events out of the three will be the first holder of the badge, which shall carry with it an allowance of \$15 a week from the date of winning to the termination of the racing season, May 31.
3. The holder of the badge shall defend it against any approved competitor within one month of the date of the issue of challenge.
4. All challenges shall be made through the league, which must approve the competitor.
5. A stake of \$125 shall be put up by the challenger, and it shall go to the winner of the match.
6. Single pacing only shall be allowed, and must be provided by the competitors themselves.
7. Any competitor defeated in any test race or badge contest shall not be entitled to again compete for the badge during the current season unless the badge revert to the league.
8. Should the holder of the badge leave Australia, or be guilty of dishonest or disgraceful conduct on or off the track, the badge shall be forfeited, and shall revert to the league, who shall nominate a rider to defend it, or submit it again for competition in a test race.

W. CASTLE.

IN OUR SISTER REPUBLIC.

Gill and Loubens Lower the Short-Distance Records—Mohler to Represent Mexico at Philadelphia.

Mexico City, Mexico, July 27.—Last Sunday the riders continued the record breaking attempts at Piedad track. It is worthy of note that in every instance the attempts upon the records made within the past six weeks have been successful, and last Sunday's work was no exception.

The C. U. C. owns the Piedad track

upon which the record breaking has been carried on for the past six weeks. Once upon a time the C. U. C. was the only governing, or rather misgoverning body, in the city. So evident became its want of ability to govern that the riders at last rose up in a body and formed a national union. Since then the C. U. C. has been losing its grasp upon cycling affairs in the city, and last Sunday it showed its hand by ordering that no spectators who were not members of the C. U. C. should be allowed to enter the grounds of the track to see the day's sport. As a result, fifty or more people were turned away. This action of the officials of the C. U. C. has inspired a great deal of ill feeling among the riders, all of whom belong to the union.

Refused to Let Ryan Ride.

But this was not the only unpleasant feature of the day's sport. A. P. Ryan had applied for a sanction to establish new records for the one-fourth, one-third, one-half, and one-mile, unpaced, and the sanction had been granted. But when he appeared in his racing attire upon the track he was informed by the keeper of the grounds that one of the officials of the C. U. C. had come out to the track early that morning and given orders that he should not be allowed to ride. Ryan is not a member of the C. U. C. but he held a track permit, which, it seems, had run out.

The only effect that the disagreeable action of the C. U. C. has had upon the condition of cycling here has been to hurry forward the execution of the plan for the construction of a thoroughly modern track within the city limits.

Gill and Loubens Create Records.

As Ryan was not permitted to ride last Sunday, Loubens and Gill decided to go out and get the records. In judging of these records set by them it is necessary to take into consideration all the circumstances connected

therewith. In the first place, neither of them had any intention of going for these records when they came to the track, and they had been riding fast in training a few minutes before they learned that Ryan would not be permitted to ride. Gill had just ridden five miles in 12:49½, unpaced.

The first to lead off was Gill, who made the third in :44 and the half in 1:04½. After a slight rest he rode the quarter in :31½.

Loubens made the two-thirds in 1:25½, and, not satisfied with the time made by Gill for the quarter, he rode that distance, placing the record at :28¾.

Frank Mohler will represent Mexico at the national meet at Philadelphia. He is the fastest short-distance, competition rider in the republic. At the last race meet he was forced, against his will, into first class. At the spring races he surprised every one by making a clean sweep of the board in all the first class events. Since then he has been recognized as the fastest racer that Mexico has ever had. Mohler leaves this week for Philadelphia to take part in the races of the national meet. He will be the first representative that Mexico has ever sent to compete in the L. A. W. national meet.

Ryan and Boulogny will also, in all probability, go to the meet.

J. H. C.

EXCITING MULTICYCLE RACE.

Five Big Machines Compete at Charles River Park—Loughhead Defeats Mertens in Two Straight Heats.

Boston, Mass., July 31.—The 4,000 people who assembled at the Charles River park this afternoon witnessed rare sport in the cycle racing line. One of the features of the card was the multicycle race, the first of the kind ever run off in this country. It was exceptionally exciting from start to finish and the spectators grew madly enthusiastic over the race. It

was a match between a sextuplet, quint, quad, triplet, and tandem. The riders of the machines were: Sex, Saunders, Barnaby, McLean, Mayo, Caldwell, and McDuffie; quint, Callahan, Walsh, Fowler, McLean, and Haggerty; quad, Waller, Leonard, Pierce, and Sherer; triplet, Stone, Bainbridge, and Michael; tandem, Nat and Frank Butler.

The teams lined up with the sex at the pole and the others according to size, the Butlers being on the outside. The start was a flying one and the race was for a mile, best two in three heats for a \$350 purse. The first lap of the first heat brought the sex in the lead, closely followed by the triplet, then the quint, quad, and tandem. When the gong rang for the last lap the Butlers sprinted for a better position and placed themselves beside the quint, which on the backstretch was about half way up on the triplet. The sex was in the lead when the homestretch was entered and well up on the big machine was the triplet and quint while the Butlers on their tandem were making a bold push for third place. It was most exciting when the twenty-two men and forty-four legs were working hard coming down the homestretch together and the spectators cheered vigorously. Over the tape they dashed with the sex ahead, then came the triplet while the tandem beat out the quint by half a foot and the quad brought up in the rear a machine's length behind the quint.

The Second Heat.

In the second and final heat the teams made two attempts to start before they got the signal. When the pistol announced the second heat on, the teams struck out at a speedy clip, faster than the first heat, and it was evident that this heat would be a keen one. Many were speculating as to which of the teams would come in the winners. The triplet and tandem were the favorites, yet McDuffie's

new sex with himself on the rear seat, then in the lead, looked hard to pass. It was a killing pace the teams were making and it looked dismal for the Butlers when the bell rang for the final lap, as every rider was bending low and the machines were covering space at a record-breaking rate of speed. When rounding the turn into the backstretch the Butlers made a gallant spurt and went up beside the triplet while on the outside of them the quint was making a bid for the front.

It was when rounding the turn entering the homestretch for the final sprint for the tape that the race was at its most exciting point. No one knew which team would win. Down the homestretch they came like a flash of lightning, every man riding as he never rode before. The crowd waved programmes, yelled like mad people, and hardly a person held a seat, so intense was the enthusiasm. Over the tape the teams dashed, the sex in the lead, with the triplet half way up on the sixseater and the tandem partly up on the triplet while the quint was near the rear wheel of the tandem and the quad about a half length behind the quint. This was the order of the finish of the first heat and the great match was won, the time for the first heat being 1:48 flat and the time for the last mile being 1:45. It was a great race indeed.

Loughead Defeats Mertens.

The other special feature was the mile match race, best two in three heats, triplet pace, between Fred J. Loughead and A. C. Mertens for a \$500 purse. The team furnishing pace for Loughead consisted of Callahan, Walsh, and McDuffie, and for Mertens, Caldwell, Sullivan, and Barnaby. Mertens had the pole in the first heat, but when the start was made, Tom Eck pushing off Mertens and Dave Shafer pushing off Loughead, Loughead gained his pace-

makers first on the turn. The riders went from a standing start while the pacemaking teams had a flying start, and were to pull out on entering the homestretch in the last lap. As soon as Loughhead caught his pacemakers on the turn Mertens and his team fell in behind and kept close. This position was held until the bell rang for the last lap when Mertens and his team made a dash for the front and were getting well up when the chain of Mertens' pacemaking machine broke. This was a great drawback to him, but he quickly took in the situation, went past his pacemakers, and made a brilliant exhibition of speed in attempting to overtake Loughhead. When Loughhead's team pulled out at the homestretch, Mertens was within fifty yards of him, but the Canadian champion made a winning sprint and beat out his opponent easily.

The second heat proved a final for this match and was very exciting, the chances of Mertens winning seeming excellent. Loughhead got the lead in the start and again Mertens and his team fell in behind, but this time they did not remain so long. Coming around the turn into the homestretch on the second lap Mertens' team pulled out to pass Loughhead and his men. Then the brush became very lively and down the course the teams fought hard but Mertens' men were the speedier and they went by Loughhead who circled out and tacked on to Mertens' rear wheel. Then the crowd began to cheer loudly. This position was held until the pacemaking team dropped out on the homestretch. Mertens was in the lead and began to plug for the tape at a fearful pace. Loughhead kept gaining and when within fifty feet of the line jumped on his wheel and went over the tape a length ahead of Mertens. The time for the first mile of this race was 2:04½; last mile 1:56½.

Summaries.

One-mile, professional, tandem handicap—

Barnaby and Huffstetter, 85 yards, first; Mayo and Saunders, 65 yards, second; Butler brothers, scratch, third. Time, 2:02½.

One-mile open, professional—E. A. McDuffie, first; Nat Butler, second; Frank Butler, third. Time, 2:11½.

One-mile, 2:20 class, amateur—F. S. McKay, first; B. Himeon, second; A. T. Wisner, third. Time, 2:25.

One-mile, amateur, tandem handicap—Sanderson and McKay, 80 yards, first; Brinkerhoff and Marston, 80 yards, second; Voge and Nisson, 100 yards, third. Time, 1:57½.

In the mile amateur, tandem handicap Echberg and Casey rode from scratch, taking fourth place in the final, and making the mile in 1:56½, which lowers the record from 2:00%, made by them on the Charles River park track this season. In the multi-cycle race the American triplet record was broken, the time made by Stone, Bainbridge, and Michael being 1:46, while the previous record was 1:49, held by Phillips, Bradis, and Myers, and made in Memphis, Tenn., last November. GEO. W. BULL.

EXTENDING THE CIRCUIT SOUTH.

The Racing Board Is Planning a Grand Trip Through the Southwest in a Special Car to End in Mexico City.

Philadelphia, Pa., Aug. 2.—Applications now in hand and allowed by Chairman Mott make certain the extension of the National circuit to the west after the meet at Trenton, N. J., September 27. Detroit has applied for two dates, October 1 and 2; Racine has applied for two days also. Hinsdale, Mich., will apply for two days during the great Hinsdale fair. Kalamazoo wants two days and Bay City will probably want a day. Indianapolis is practically assured by Member of the Racing Board Foltz, and Cincinnati wants a date. Louisville is not certain, but St. Louis will probably take another date. J. B. Sheridan, sporting editor of the St. Louis Republic and representative of the racing board, is authority for the statement that a meet will be promoted in that city. Hot Springs and Little Rock can always be relied on for a late fall meet. New Orleans

has applied and been given a sanction for October 23, and Atlanta will give a meet of four to six days providing the big men are assured.

Atlanta is the "warmest" meet promoting city in the south and has an excellent indoor six-lap track at the Exposition grounds where the Southern circuit meets were held. Charlotte, N. C., had a National circuit meet last May and secured the entries of but a few of the men. With the stars assured for the fall, Charlotte may be looked upon as a very possible addition to the circuit. No meet will be given there unless all the stars can be secured. Florida points want to finish the circuit and Jacksonville promised to give two days when the circuit was in that city last spring. Laredo, Tex., has written offering to organize a Texas branch of the circuit providing the big men will be present. Laredo is now at work with Ed. M. Stoner in charge. President Crump, of the Union Ciclista Mexicana, is now in the east anxiously looking to the extension of the circuit to the City of Mexico for the early part of December, when the first national meet of the new organization which controls racing in that country will be held.

Grand Project for the Circuit.

All of which brings into line a project for the circuit now under consideration by the racing board and looking to the close of the circuit some time next December. With all of these meets in line, forty days of racing will be added to the National circuit and a Mexican circuit will follow.

The special car plan of traveling the circuit has been broached twice before but for one reason and another has had to be dropped. In the spring of '96 it was the intention of the circuit chasers to start the circuit in a special car. The G. A. R. meet at St. Louis used up all the special cars in the country and after paying down

\$150 on one of these, it was found that the car had been closed for an hour previous to the payment in New York City, where it was located. In the fall of the same year, when a circuit to San Francisco and through the south was talked of and nearly closed for, it was found that the preparation had been made too late to allow Morgan & Wright, the controlling spirits of the circuit at that time, to make the necessary preparations. Now, however, there is ample time and there is a fair chance that the following circuit will be carried through on the lines laid out, applications for a number of the meets having been made. These, with a number of others promised, will assure the success of the circuit. There will be plenty of racing men to travel such a circuit in a special car, whether in the employ of the makers or not, and that makes more sure the success of the venture, the greatest ever undertaken in connection with cycle racing.

The Special Car Plan.

The special car idea, as has been said, is not new. It is practical, having been thoroughly looked into. The racing man may travel this way at an expense per day which is \$1 less than traveling by the ordinary methods in sleeping cars and putting up at the hotels. For instance, the regular expense which the circuit traveler has to meet is \$2.50 per day for hotel accommodations, \$1 per day for sleeping cars (averaged), twenty-five cents per day for baggage, and a like amount for bus and car fare to and from the depots. On the special car the average expense per man is \$2.25 for the car and seventy-five cents per day for meals. He saves the expense of a sleeper and saves baggage and bus charges—a considerable amount. In a party, the expenses are always less than when traveling separately, and party tickets for twenty or more are lower than for ten people or less.

It is not only possible but probable

that a circuit party organized for the above trip would include enough racing men, trainers, and managers, together with makers' representatives, to fill two cars with twenty men each, the limit.

These cars would be the best obtainable and would include in each a large parlor, which is also the dining room, a large observation room in which would be located a grand piano, two large state rooms beside six sections, and two folding beds with a large lower berth in the observation room and another in the parlor. The porter is paid for with the car and he is also waiter. The cook is also sent with the car and the small expense of meals is accountable for in this way, as there is only the cost of the food to be reckoned. The greater the length of time the car is used, the less the expense.

The Makers Will Be Interested.

That the makers will be interested in such a trip goes without saying when it is figured that the advertising alone, outside the racing of their men, will be very considerable. Each maker who has representatives in the car will be given the opportunity to place an advertisement on the outside of the car. That ad will be permanent for the trip and will necessarily be handsomely gotten up and not a cheap affair. The arrival of the car at each meet promoting city will be an event in itself, as the announcements will be made in advance at each point and the wheelmen of each city will receive a cordial invitation to inspect the traveling home of the circuit chasers one night at each point. On these nights the circuit men will no doubt appear in their best bibs and tuckers and receive the visitors in style. The inside of the car will be appropriately decorated and the special baggage car will be included in the decorations, the wheels of the racing men being set up for exhibition. In this way the

trip will be a sort of traveling cycle show.

These particulars are given that the feasibility of the trip may be seen and that all may learn of the prospective trip. There is, of course, a possibility that the trip as planned here may not go through, but there is a stronger possibility that it will, many of the dates as far as New Orleans having already been allowed.

Will Be Decided Within a Week.

Things will be definitely known within a week or two. Chairman Mott thinks that the plan is not only feasible, but that it will be successful, and he asks that the meet promoters along the proposed route make application at once for the dates allotted to them.

He has applications from Detroit, Racine, and other points to New Orleans, and has letters from many other cities that ask for prospective National circuit dates. The route proposed is as follows, with the date of the meet, the name of the city, and the days of the week on which the meet is given:

- September 27.—Trenton, Monday.
 - September 28.—Buffalo, Tuesday.
 - September 29 and 30.—Hinsdale, Mich., Wednesday and Thursday.
 - October 1 and 2.—Detroit, Friday and Saturday.
 - October 4 and 5.—Kalamazoo, Monday and Tuesday.
 - October 8 and 9.—Racine, Friday and Saturday.
 - October 11.—Indianapolis, Monday.
 - October 12.—Toledo, Tuesday.
 - October 13.—Cincinnati, Wednesday.
 - October 14.—Louisville, Thursday.
 - October 16.—St. Louis, Saturday.
 - October 19.—Hot Springs, Tuesday.
 - October 21.—Little Rock, Thursday.
 - October 23.—New Orleans, Saturday.
 - October 25.—Memphis, Monday.
 - October 26.—Chattanooga, Tuesday.
 - October 28 to 30.—Atlanta, Thursday, Friday, and Saturday.
 - November 2 and 3.—Charlotte, Tuesday and Wednesday.
 - November 5 and 6.—Jacksonville, Friday and Saturday.
- Other Florida points to follow for

a week, either for race meets or for pleasure and vacation, the party arriving at Texas points November 15, Monday. Texas circuit meets should be held during the two weeks following, arriving at El Paso, November 20, Saturday, and departing from there southward to Guadalajara, San Luis Potosi by side trip, the City of Mexico, and Pueblo to close the circuit in December. The national meet of Mexico will be held early in December, after which the party may proceed direct to New York City for the great series of indoor meets which it is said will be promoted.

Florida is anxious to give meets all through the spring for the racing men, who may thus pay their way through the early spring training with three days of racing each week. Florida would succeed the indoor racing of the north after two or three weeks' rest either in the north or south. From Jacksonville it is possible to make the trip by boat to Galveston, passing through the Texas circuit, thence by boat to Vera Cruz for the trip to the City of Mexico and northward from the republic by boat from Vera Cruz to New York City, a most delightful trip and far cheaper than by rail. F. ED. SPOONER.

FINE SPORT AT SPRINGFIELD.

Everything Conduces to a Successful Meet—

McKeon and Becker the Favorites—

Peabody Loses the Mile Open.

Springfield, Ohio, July 30.—The Springfield meet proved to be the banner meet as usual in Ohio this season. The members of the Springfield Bicycle Club, by considerable hustling managed to secure the largest and fastest fields collected in Ohio this season. The races were held on the county fair half-mile dirt track, which was in excellent condition. The weather was good for racing and not a breath of air was stirring. A crowd of nearly 5,000 people saw a day of excellent sport.

All the races, with the exception of the handicaps and tandem events, were run in heats, owing to the large number of entries—seventy-two in the amateur class and nineteen in the professional. For a change, the pros worked hard and made very fast times. Their races were very interesting, from the fact that no one man excelled the other to such an extent that he had a "cinch" on first place, and the three races were won by different men. The extra large prizes offered were an incentive for each man to ride his best.

The two-and-one-eighth-mile, professional, handicap, should have been the best race upon the card, but the limit men had too much the best of it, and by alternate pacing placed such a distance between themselves and the backmark men that the latter were strictly not in it at any stage of the game.

McKeon Takes the Half-Mile.

The final of the half-mile professional was a hard ride from start to finish. Brown was the first to jump and led well into the stretch, but just before the tape was reached McKeon, the Dayton rider, by a good piece of head work jumped the bunch and nipped Brown at the tape.

Conn Baker paced the mile open, on which a time limit of 2:20 had been placed, and he did his work so well that the mile was made in 2:14½.

The best times and the most interesting races were in the amateur class. The fastest amateurs in the country were present and many traveling permits were in evidence. Earl W. Peabody, of Chicago, who is attending all race meets and aspiring to be the amateur king, was the chief attraction in the amateur ranks, although he had to lower his colors in all but one race. He acknowledged that it was the fastest company he had been in for some time.

The finest race of the day was the two-and-one-eighth-mile amateur

handicap. A field of forty-five started in the event, with Stanley Keplar on scratch. By good hard riding he cut down man after man, and by a good sprint down the stretch he beat Ed Dohse, the first man, by a length, making the distance in 4:48½. It was a hard ride and in the stretch he wobbled so much that he had Dohse scared and although it was entirely unintentional kept that rider from giving him a harder fight.

Peabody's Colors Lowered.

In the half-mile open Peabody led the way to the tape in the good time of 1:11½. His win was a popular one. In the mile open, however, the amateurs overcame the fear his name caused them and in the long sprint that wound up the race C. J. Wagner and Stanley Keplar both passed him, the latter winning out at the tape.

A quad paced Wagner a mile in 1:57 flat, and Fred Schrein broke the half-mile state professional record, doing the distance in :57½.

Summaries.

Half-mile open, professional; final heat—E. D. McKeon, first; A. I. Brown, second; W. L. Becker, third. Time, 1:11½.

One-mile open, professional; final heat—A. I. Brown, first; C. B. Haskins, second; W. L. Becker, third; E. D. McKeon, fourth. Time, 2:14½.

Two-and-one-eighth-mile handicap, professional—W. L. Becker, 150 yards, first; A. R. Maish, 230 yards, second; B. N. Lukens, 200 yards, third; J. B. Harrison, 165 yards, fourth. Time, 5:03½.

Half-mile open, amateur; final heat—E. W. Peabody, first; E. L. LeFevre, second; H. H. McCreery, third. Time, 1:11½.

One-mile open, amateur; final heat—Stanley Keplar, first; C. J. Wagner, second; E. W. Peabody, third. Time, 2:20.

Two-and-one-eighth-mile handicap, amateur—Stanley Keplar, scratch, first; Ed Dohse, 100 yards, second; E. L. LeFevre, 30 yards, fourth. Time, 4:49½.

Two-mile tandem, amateur—Frank Robbins and mate, first; E. W. Peabody and mate, second; Harry Miller and mate, third. Time, 4:50½.

C. F. W.

STARBUCK'S FINE RIDE.

The Quaker Crack Wins a Five-Mile Handicap in Record Time, Defeating Becker and Mertens.

Philadelphia, Pa., Aug. 2.—After two postponements on account of inclement weather, O. S. Bunnell suc-

ceeded in running off the first night meet of the season at Willow Grove on Thursday night. The weather was fine, and over 4,000 persons were present. The addition of the new stands erected for the national meet sheltered the riders considerably from the wind, and fast time characterized all the events.

Arthur A. Zimmerman made his second appearance of the season as the star of the occasion and endeavored to break the track record of 1:45½ made by Earl Kiser last month. Jimmy was paced by a triplet and a quad, but failed to come near the Chicago Cycling Club rider's figures. His time was 1:57. With a higher gear and better pickups by his pacers the "Skeeter" would undoubtedly have made a better showing.

The real feature of the programme was the professional five-mile handicap, in which Frank Starbuck distinguished himself by defeating Becker from scratch and lowering the five-mile state record in competition. Starbuck's time was 11:33¾ or 11½ seconds better than the previous record. There were over a score of starters and the scratch men had to do some plugging to catch up with the limit men, which they succeeded in doing in the second mile. Starbuck had the race well in hand after this, although Sims, Becker, Wells, Mertens, Eaton, Lindley, and Henzel gave him trouble. The last mile was a fight between this bunch, Starbuck, Wells, Sims, and Becker taking turns in the lead. In the stretch the sprint was terrific and the men came riding down closely bunched. Ten yards from the tape Starbuck jumped and won by a few inches with Wells, the Californian, only a foot ahead of Sims. Becker was fourth, less than a wheel's length behind Starbuck.

In the mile open, professional, Jay Eaton had everything his own way defeating John S. Johnson, Becker,

Sims, Starbuck, Mertens, and a fast field. In the last lap he jumped the bunch on the turn and won out by ten feet, with Johnson second and Sims third. His time was 2:07 $\frac{3}{4}$.

Summaries.

One-mile open, professional—Jay Eaton, first; John S. Johnson, second; W. F. Sims, third; W. E. Becker, fourth. Time, 2:07 $\frac{3}{4}$.

One-mile open, amateur—W. M. Trott, first; George Reath, second; J. R. Rogers, third; W. H. Cressey, fourth. Time, 2:35 $\frac{1}{2}$.

One-mile handicap, professional—C. H. Henzel, 30 yards, first; W. S. Ray, 130 yards, second; W. E. Dickerson, 90 yards, third. Time, 2:04.

One-mile handicap, amateur—Samuel Moore, 55 yards, first; George Reath, 25 yards, second; W. M. Trott, 10 yards, third. Time, 2:13 $\frac{1}{2}$.

Five-mile handicap, professional—J. F. Starbuck, scratch, first; C. S. Wells, 100 yards, second; W. F. Sims, 125 yards, third; W. E. Becker, scratch, fourth. Time, 11:33 $\frac{1}{2}$.

G. M. DIDDLEBOCK.

TROUBLE AT DENVER.

Contestants in the Denver Wheel Club's Mileage Contest Perplexed—The Blue Ribbon Meet.

Denver, Colo., July 31.—The mileage contest of the Denver Wheel Club has seemed to be such an innocent little affair that no trouble could possibly come out of it. Nevertheless, the trouble has come and certain members of the club are just a little particular about the kind of company they keep on their Sunday runs.

At the beginning of the year the club, with the aid of certain individual members, offered three prizes, the first of which is a diamond medal, to the three men making the best mileage on regular club runs in 1897. A number of the members entered into the contest with enthusiasm and several successive Sundays saw a large attendance of road riders. Gradually, however, the interest lessened and one by one the members dropped out of the contest. Now there are six, known in club circles as "the faithful half dozen." They are of a sort to fight it out to the end—and divide the prizes by a flip of a coin.

Now comes the trouble. One of the six is Charles Price, a popular

member of the club and a good rider. In last year's club road race he took first time prize. As far as riding is concerned, his amateur standing has never been questioned. But it happens that he is employed by a bicycle concern as salesman. Acting upon this circumstance, Price was recently made a professional against his vigorous protest. But he continued to ride in the mileage contest and nobody was heard to object. A few days ago, however, W. I. Doty, member of the national racing board, after conference with the other members, ordered that Price could not compete for the mileage prize; that if he were allowed to compete the other riders must be made professionals.

Now this puts the Denver Wheel Club in a predicament. The mileage prizes were offered to all members, regardless of amateur standing. Price refuses to drop out of the contest. The other members do not want to be made professionals. The alternatives are presented to the club of letting several members be made professionals against their will, which is unpleasant; declaring the contest off, which is highly objectionable; or expelling Price, which is out of the question.

The Cribb Family's Tour.

The Cribb family has started for St. Louis. The Cribb family consists of four persons and rides two wheels—a Victor diamond frame '93 and a Victor drop frame of '94. Oliver C. Cribb is the owner of a laundry in this city and he, in common with the rest of the family, is fond of wheeling. They left this morning for St. Louis. On the front of Mr. Cribb's wheel was seated comfortably in her cushioned seat Miss Violet Cribb, aged three years. Occupying a similar position on the handle-bar of Mrs. Cribb's wheel was Miss Olive Cribb, twenty-one months old. Olive was fast asleep when the little procession moved down South Broadway this morning,

but Violet was enjoying the start immensely. The ride to St. Louis is undertaken partly for the fun of it and partly on a wager. A friend has \$100 worth of opinion that the Cribb family will never reach St. Louis in the fashion in which it has set out. Mr. Cribb is confident. The route chosen is along the Union Pacific railroad through Nebraska and Missouri. This is the third trip of the kind the family has made. The first was from Boston to New York and the second from New Orleans to Chicago.

Coulter Wants to be Whitewashed.

C. R. Coulter passed through Denver this week on his way from California to the east. He hopes to be pardoned for his participation in the California rebellion and expects to manage the team which the Lindsay people are putting in the field. W. W. Hamilton, of Denver, has signed with this team and an effort is being made to get Walter C. Sanger.

D. W. C. Blue Ribbon Meet.

The blue ribbon meet of the Denver Wheel Club, this afternoon, was the best racing event of the season. The races were run with very little expense to the club and the entire proceeds, practically, went into the club treasury and will be devoted to the purchase of furniture and decorations for the new clubhouse, which will be occupied about August 15.

P. J. Becker and the two Himstreets carried off the honors of the regular races, Becker is now in the lead of the amateur class. He won every race he was entered in. W. A. Himstreet and Becker won the tandem race and C. I. Himstreet cleaned up everything in the professional class.

The two most exciting events were the mile amateur tandem race and the ten-mile amateur relay. There were six teams in the tandem event. Becker and Himstreet, the winners, started from scratch and had to ride

in record-breaking time to cross the tape ahead of Maxson and Westland, who had started from the 20-yard mark.

The ten-mile relay was between two teams of ten men each. The start was from opposite sides of the track and each man rode a mile, pacing his successor a sixth as he finished. It was a furious race. The team captained by P. J. Becker got the best of it through the race and when Becker and Himstreet, the opposing captains, took up the last mile, Becker's men had given him the advantage of a lap. The two rivals rode a great race for a sixth, but Himstreet, knowing that he had to sprint to win, put on all his steam and slowly left Becker behind. But he could not make up the lap and the Becker team won the race. It was all exciting from first to last.

Some records were broken. The tandem, competition, amateur record went from 2:04 to 1:58½. Amos Hughes (professional) rode two miles, unpaced, in 4:24½, the former record having been 4:29. G. A. Maxwell, (professional) rode a half with a flying start, paced, in :55, which is a record. Joe Heil (amateur) rode two-thirds, unpaced, in 1:21½, cutting the former record of 1:26½.

Just before the first race was called, S. G. Meixell, who has come from somewhere out of the east, finished a trial for the twenty-four-hour record. He had regularly appointed officials, and claims to have made 323 miles in the twenty-four hours. This is heralded as a record.

Summaries.

One-mile novice—A. C. Topping, first; J. R. Ellingwood, second; S. McGinnity, third. Time, 2:19½.

One-mile, professional—C. I. Himstreet, first; G. A. Maxwell, second; W. C. Mills, third. Time, 2:14½.

Two-thirds-mile, amateur—P. J. Becker, first; W. A. Himstreet, second; Fred Waters, third. Time, 1:30½.

Two-thirds-mile, professional—C. I. Himstreet, first; G. A. Maxwell, second; R. D. Gammon, third. Time, 1:27½.

Half-mile, professional, against time, paced—G. A. Maxwell. Time, :55.

One-mile tandem, amateur—Becker and Him-

street, first; Maxson and Westland, second; Zinn and Smith, third. Time, 1:58½.

Two-thirds-mile, amateur, unpaced--Joe Heil. Time, 1:21½.

Half-mile, professional--C. I. Himstreet, first; W. C. Mills, second; C. C. Collins, third. Time, 1:04.

E. A. BINGHAM.

STARBUCK'S STAR STILL SHINES.

Philadelphia, Pa., Aug. 2.—Frank Starbuck's wonderful riding was the feature of the race meet at Willow Grove track, Saturday, when, in addition to defeating Church in a five-mile pursuit race, he created a new world's competition, unpaced, standing start, record for five miles and won the star event of the day, the ten-mile handicap. The meet was under the management of R. H. Kain, and the racing was excellent. Over 4,000 persons were present.

Starbuck made his initial appearance in the five-mile match pursuit race, against C. A. Church. Starbuck started from scratch in front of the grand stand, and Church started from the half-mile mark on the backstretch. In the first mile Church gained a good lead of fifty yards, but on the second Starbuck commenced to gain and recovered most of his lost ground. In the third mile he had caught and passed Church's lead, and after this he had everything his own way. His time was 11:38, from a standing start and unpaced. This is a new world's record for the distance. His time by miles was: 2:19½, 4:36, 6:52½, 9:18½, and 11:38. Church's time was 11:50.

The Ten-Mile Handicap.

The ten-mile race was easily the star event of the day and brought out a field of over twenty-five starters, with Starbuck on scratch. What added additional interest to the race was the offer of a prize to the winner of every mile. At the pistol it was evident that Starbuck had big odds to contend with, but he settled down to work immediately, catching Hadfield and Aker, the 25 and 50-yard

men, respectively, in the second lap. Starbuck did not have a look in for the mile prizes, but after W. E. Dickerson had won the ninth mile he caught up with the bunch. In the stretch a lively sprint ensued between Starbuck, Aker, Hadfield, and Wells, but the first was the strongest and he won by a narrow margin, with Wells second. Becker, the five-mile champion, was one of the starters, but he was disqualified for looking around.

Summaries.

One-mile handicap, professional--C. Turville, 65 yards, first; F. B. Marriott, 75 yards, second; W. E. Dickerson, 90 yards, third. Time, 2:07.

One-mile handicap, amateur--A. Bateman, 65 yards, first; R. H. Dippy, 40 yards, second; J. Logue, 65 yards, third. Time, 2:13.

One-mile open, amateur--W. M. Trott, first; C. F. Schwartz, second; J. Rodgers, third. Time, 2:14.

One-mile open, professional--C. S. Wells, first; W. E. Becker, second; W. F. Sims, third; Charles Hadfield, fourth. Time, 2:20½.

Ten-mile handicap, professional--J. F. Starbuck, scratch, first; C. S. Wells, 125 yards, second; W. F. Sims, 100 yards, third; Hadfield, 25 yards, fourth; E. S. Aker, 50 yards, fifth. Time, 24:06½. The winners of the mile prizes follow: First mile, Charles Johnson; second mile, W. E. Dickerson, third, fourth, and fifth miles, C. H. Henzel; sixth mile, T. C. Bains; seventh mile, F. B. Marriott; eighth mile, W. E. Dickerson; ninth mile, C. S. Wells.

G. M. DIDDLEBOCK.

BAD SPILL AT CLEVELAND.

Cleveland, Ohio, Aug. 2.—What promised to be one of the most successful and enjoyable race meets ever held in this city was given at Senic park on Saturday last. Everything went off like clockwork until the last race, the five-mile handicap, which on account of approaching darkness was run off in one heat with over forty starters. The men bunched in short order and the dust that arose almost concealed the riders from the spectators' view. It must have been blinding on the track also for some one fell and the crash that followed was something awful. Women fainted and men grew white. Twelve riders were badly injured. One young man in the stand saw a friend lying bleeding among the fallen and thoughtlessly jumped upon the track to go to his assistance. Around came a tail-

ender who struck him full in the stomach and he, too, was taken to the hastily improvised hospital where it took two hours to bring him back to consciousness. The rider went up ten feet into the air and landed upon the side of his face cutting a gash from forehead to chin. In a dazed condition he remounted his wheel, rode about a hundred yards and fell off insensible. Those lucky enough to escape the general spill, like gladiators of old, paid no attention to the fallen but finished the race. Morass, of Detroit, though a scratch man, among the ones that went down, remounted his wheel, again caught the bunch and won the race.

Summaries.

One-mile novice—C. Toedtmann, first; J. A. Rocke, second; Fred Carter, third. Time, 2:32.

One-mile open—W. J. Aultman, first; F. J. Dreher, second; F. R. Blackmore, third. Time, 2:25.

Two-mile open—Dreher, first; Aultman, second; Melcher, third. Time, 6:17.

Five-mile handicap—E. A. Morass, scratch, first; W. H. Stevenson, 375 yards, second; E. A. Sommers, scratch, third. Time, 12:01.

W. H. C.

PEWAUKEE-MILWAUKEE ROAD RACE.

Milwaukee, Wis., Aug. 2.—The Evening Wisconsin road race, one of the largest ever held in this city, was run Saturday on the Pewaukee-Milwaukee course. Eugene Fuller, a nine-minute man, won the race, defeating his nearest competitor by about a half block. Orlando Weber, from scratch, took first prize, while J. W. Hudson, of Chicago, from the same mark took second time. F. Stobbart and Fred Nelson, both of Chicago, took fourth and fifth times, respectively.

The start at Pewaukee was made without a mishap, 168 riders leaving the tape, of which number 132 finished. The roads were heavy with dust and a number of bad spills resulted. Jacob Geil was thrown from his wheel shortly after the start and was taken to the hospital, from which he could not be removed the same day. William Hufschmidt fell and

broke his collar bone. He remounted and finished but was placed in the hands of a physician shortly after he arrived in the city.

The race was conducted by Thomas Andrews and Frank Harbach, sporting and cycling editors of the Evening Wisconsin, an afternoon paper.

The following were the first twenty-five to finish, together with their times:

Po	Name.	Hdep.	Time.
1	Eugene Fuller.....	9:00	54:05
2	Theodore Wood.....	9:00	54:09
3	P. W. Schmitz.....	8:00	53:10
4	Frank Olson.....	11:00	56:11
5	G. H. Hetzel.....	9:00	54:04
6	A. H. Barnickel.....	7:00	53:07
7	A. J. Deinlein.....	8:00	54:08
8	J. R. Grunder.....	9:00	55:09
9	David Tarashansky.....	8:00	54:14
10	John A. Weilep.....	6:30	52:48
11	H. F. Shacht.....	6:30	52:49
12	Thomas Blake.....	8:30	54:54
13	W. W. Rowland.....	7:00	53:30
14	Herman S. Shape.....	8:00	54:31
15	E. M. Kelly.....	6:30	53:02
16	W. F. Roethe.....	7:00	53:33
17	C. Salb.....	7:30	54:05
18	M. E. Hastings.....	7:00	53:38
19	W. A. Bremer.....	6:00	52:39
20	Alfred Muss.....	6:00	52:41
21	R. A. Palutzke.....	7:30	54:12
22	Burt Holmes.....	6:30	53:13
23	H. L. Genz.....	9:00	55:44
24	P. Dienon.....	8:30	55:19
25	Edward Derkin.....	6:30	53:28

Time Winners.

1	O. F. Weber.....	scratch	49:47
2	J. W. Hudson.....	scratch	49:50
3	Joseph Dolister.....	scratch	49:51
4	F. Stobbart.....	1:00	49:56
5	Fred Nelson.....	1:00	50:04

OSCAR H. MORRIS.

GARDEN CITY GO UNDER.

San Jose, Cal., July 24.—The Garden City Cyclers, late this afternoon, filed a petition of insolvency. The liabilities are placed at \$1,500 with the nominal assets at \$1,400. The petition states that the insolvency is caused by the general depression and from losses incurred by race meets held during the past year. The chief liabilities consist of bonds held by various individuals (mostly members) and banks of the city for \$1,100, which amount was devoted to fitting up the handsome clubrooms of the club. The assets consist of furniture, which, owing to depreciation caused by use, is now worth about \$800 and about

\$700 in outstanding dues. It is doubtful if the furniture will bring anywhere near the sum named.

Secretary J. A. Desimone says that there would have been no occasion for filing the petition but that J. W. Chute, an electrician, had attached the property of the club on a bill of \$60, the cost of wiring the club's cycle track for the electric light meet held some weeks ago. The secretary says that the bill has not been presented in the usual way, but that Chute had telephoned him (Desimone) asking for the money. The secretary replied that the bill would take the usual course, and would be presented at the next meeting of the board of directors, and that it could not be paid before then owing to the absence of the president, who was on his vacation.

The telephonic communication evidently alarmed Chute, for the next thing the secretary knew was that the club had been attached to satisfy the debt, and that this proceeding caused the precipitation of a number of bills which the club was not prepared to meet, and so a special meeting of the directors was called and the insolvency proceedings decided upon.

S. B. V.

SEVERAL PRACTICAL HINTS.

Pittsfield, Mass., Aug. 2.—W. E. McClintock, of the state highway commission, gave a practical talk under the auspices of the board of trade last week on street paving, in which he brought out a number of points of interest in road building from the wheelman's point of view.

One of the great troubles with macadam, or crushed stone roads, Mr. McClintock said, was that street superintendents are apt to consider a macadam road permanent and good for all time, while on the contrary it needs frequent care. The accumulations on the surface of a stone road do not improve it for cyclists, but act

as a sponge, holding the water and allowing it to circulate through the stone foundation, working great injury.

Brick pavement of western vitrified brick laid upon a cement foundation with a slight cushion of sand between he described as the ideal cycling road. It was far preferable he said to even asphalt. As regards the durability of vitrified brick it would outlast, Mr. McClintock said, any board of public works. Through the efforts of wheelmen several New England cities have within a year or two laid a considerable amount of vitrified brick paving, and it is likely that Mr. McClintock's indorsement of this construction will result in its introduction in Pittsfield which is becoming more and more a summer resort for wheelmen.

E. W. P.

MINNEAPOLITANS OBJECT.

Minneapolis, Minn., July 31.—The matter of supreme interest to Minneapolis wheelmen at the present moment is the proposed ordinance of Alderman E. E. Webster, which is now before the city council. It is similar in its regulations to cycle ordinances of other cities, yet has met with bitter opposition on the part of a large number of the wheeling fraternity, notably by a few of the prominent members of the local L. A. W., though the opposition is by no means confined to the league.

The committee having the ordinance in charge, after listening to the arguments of the opponents of the measure, recommended its passage in a majority report, and it was fully expected that a decisive vote would be taken last evening, when, to the surprise of many, it was tabled until the next regular meeting, August 13.

The opponents of the ordinance say that they are sure of enough votes to defeat it, and the rumor has been current that their political influence has been brought to bear upon coun-

cilmen disposed to stand with Alderman Webster. As matters stand now, however, chances are about even that the ordinance will pass.

At a meeting of the United Wheelmen of Minneapolis Thursday evening, July 29, a competition relay race between Minneapolis and St. Paul wheelmen was discussed, the Minneapolis riders to be taken from the United Wheelmen's Club, and the St. Paul riders from one of the three cycle organizations of that city. The course from Minneapolis to Buffalo, Minn., was suggested as a very desirable one, and the race will be pulled off early in September.

A Sioux City wheelman has suggested to the Minneapolis Journal the idea of constructing a cycle path from this city to Sioux City and Omaha. The Journal in commenting on this matter states that there is little hope of support for the enterprise from Minneapolis wheelmen, as it has been extremely difficult to raise \$500 with which to construct paths between this city and St. Paul.

W. P. K.

A HAIR-RAISING FEAT.

Washington, D. C., July 30.—Harry Park, the well-known trick rider, recently performed the hazardous feat of riding down the chute at River View on a single wheel, without pedals or handle-bar. The chute is eighty-five feet high and 300 feet long. When Park made his appearance at the head of the 300-foot incline the water was turned off and he immediately jumped on the wheel and began the descent. The excitement was intense as the wheel gained headway, but the daring rider had the wheel under perfect control and accomplished the feat with such ease that the crowd was amazed and hardly realized what they had witnessed. Park has since made a number of descents on the chute and has only had one accident.

In speaking of the feat, he said: "Contrary to the general belief, I do not go into the water, nor does the wheel attain any extremely high rate of speed, like coasting the chute on a bicycle. The feat consists of controlling the momentum of the wheel, and guiding with the swaying of the body, checking the descent with heavily-gloved hands on the tire, the speed being regulated by the pressure on it."

The wheel used by Park is a single 46-inch wheel without forks, handle-bar, seat or pedals, and is the same one used by him in making the perilous descent of Pike's Peak on August 2, 1892, and also in riding down the steps of the United States capitol, on November 29, 1893. H. G. W.

YORK'S AMATEUR MEET.

York, Pa., Aug. 2.—The first amateur race meet of the York Cycle Track Association was held Saturday in the presence of over 3,000 persons. The track was very fast and while good time was made, a stiff wind bothered the riders considerably. Charles Krick, of Reading, carried off the honors by winning the half-mile and mile open in an easy manner. Krick also tried to break the state amateur record for the mile, paced, but failed, his time being 2:03. The summaries:

One-mile handicap—C. G. Stewart, scratch, first; R. Weir, 65 yards, second; H. Hamilton, 100 yards, third. Time, 2:21½.

One-mile open—C. W. Krick, first; W. A. Lantz, second; W. L. Fulmer, third. Time, 2:24.

Half-mile open—C. W. Krick, first; R. Weir, second; W. A. Lantz, third. Time, 1:12.

One-quarter-mile open—W. A. Lantz, first; J. H. Schwartz, second; W. L. Fulmer, third.

Two-mile handicap—H. B. Williams, 170 yards, first; E. M. Simmons, 210 yards, second; J. W. McGowen, 200 yards, third. Time, 4:49.

Five-mile handicap—A. A. Saffeit, 125 yards, first; C. G. Stewart, 150 yards, second; E. C. Diefenderfer, 350 yards, third; E. S. Yonser, 75 yards, fourth. Time, 13:50.

G. M. DIDDLEBOCK.

EASY FOR ZIMBRICH.

Rochester, N. Y., Aug. 2.—The Rochester Athletic Club, Saturday, finally succeeded in pulling off the

events which it had scheduled for July 3. Zimbrich did not have any one who has been considered in his class to compete with him, five of the best amateurs having lately been transferred to the professional class, but he did not have a cinch by any means, for several finishes he won were by very narrow margins. Fagan, Gillman, and Ermatinger were the men who did the best work aside from Zimbrich, who won all three events.

In an exhibition trial the Andrae professional triplet team established a new two-mile mark for that distance, doing it in 4:11. The first mile was done in 1:58½. It was a good performance, for there was a strong wind blowing down the backstretch of the track.

Summaries.

Two-mile open—A. M. Zimbrich, first; R. Gillman, second; L. Fleckenstein, third. Time, 5:04.

Third-mile handicap—A. M. Zimbrich, scratch, first; H. R. Fagan, 35 yards, second; R. W. Jackson, 25 yards, third. Time, :43.

Two-thirds-mile open—A. M. Zimbrich, first; C. J. Ermatinger, second; H. R. Fagan, third. Time, 1:47.

N. E. C.

FOLLOWING CHICAGO'S EXAMPLE.

Topeka, Kan., Aug. 2.—The city of Wichita, which claims about 1,000 wheelmen, has taken up the question of taxing bicycles and the council has indicated its intention of providing for such taxation very soon. When the subject was first taken up the council proposed to levy a direct tax upon bicycles, the money so collected to be turned into the general revenue fund of the city. This action of course met with such vigorous resistance on the part of the wheelmen that the council decided to abandon that plan. Now, however, it is proposed to have each wheelman pay \$1 per year, the money so raised to be used in improving the streets and extending the pavement districts.

An amusing feature of the effort to tax the wheelmen is the fact that owners of dogs offered such resistance

to the collection of dog tax that the collector resigned his position and refused to make further effort to assess the refractory owners of canines. Then the council directed all efforts against the wheelmen and the riders believe they will also be successful in bluffing out the city authorities. The wheelmen argue if the owners of dogs are to be exempt from the operation of city ordinances framed especially for their benefit that an effort to enact new laws to govern the wheelmen will prove futile in its results. The wheelmen are satisfied to pay their share of the taxes toward the improvement of the streets, but they object to the use of the money in the general revenue fund and the laxity of the council in the collection of the dog tax.

CHAS. BARNES

HUSTLING HOOSIERS.

Indianapolis, Ind., Aug. 2.—The advance party of the delegation of the Indianapolis Meet Club left this city Sunday evening for Philadelphia. In the party were five members of the delegation and the press committee. They go prepared to make a game fight for the national L. A. W. meet for Indianapolis for 1898. The remainder of the delegation with Mayor Taggart and Albert Sahm, Indianapolis' genial postmaster, at the head will depart this evening over the Pennsylvania for the Quaker city.

The delegation is composed of leading business men and cyclists who will show to the delegates at Philadelphia the advantages Indianapolis possesses for holding such a meet in this city. If persistent efforts have anything to do with securing the meet, Indianapolis will surely get the prize for the representatives of the Commercial Club, Board of Trade, Associated Cycling Clubs, Indianapolis division L. A. W., and Cycle Board of Trade have been working diligently perfecting plans

for the campaign at Philadelphia. The committee will also be supplied with a selected stock of good liquid refreshments and cigars and invites all wheelmen to call on them at headquarters in the Walton hotel.

There will be thousands of little pamphlets distributed in Philadelphia giving the reason why Indianapolis should be given the meet for 1898. The little leaflet sets out the advantages we have here and also a few brief points of interest about the city.

B. D. C.

CHICAGO'S BICYCLE TAX.

Chicago, Aug. 4.—Mayor Harrison and Corporation Counsel Thornton are having all sorts of fun with the new bicycle tax ordinance. The law went into effect last Sunday, but the day previous ex-Judge Collins made a legal attack upon it and applied to the courts to declare it invalid and unconstitutional. This was quite a setback, and the wheelmen of the city are resting on their oars, waiting for the courts to pass on the question. The corporation counsel held a consultation, yesterday, with representatives of the cycling clubs, and was assured of the wheelmen's support. In return he promised to see that the streets were improved, and appointed one representative from each club to see that the universal lights clause is enforced. Several of the small towns surrounding the city have passed similar ordinances, but a truce will be fixed up whereby cyclists paying taxes in any one of the cities or towns shall be exempt from taxation in other places.

C. G. S.

SPRINGFIELD AGAINST SCORCHING.

Springfield, Mass., Aug. 2.—The police have begun a crusade against scorchers and the county treasury has already been greatly enriched thereby. The authorities also undertook to prevent coasting, but after securing evidence against a score or more of riders,

they found that it was beyond their power to stop the practice, provided the rider was not exceeding the ten-mile-an-hour limit. The police had planned to prosecute coasters under a city ordinance, which provided that no person should "coast, course, or slide on any sled, sleigh, or any other vehicle (Massachusetts courts have decided that the bicycle is a vehicle) in or upon the streets hereinafter named." It was found that if the ordinance was literally enforced it would render every passenger of the hill lines of the street railway liable to arrest. A more potent reason for abandoning the attempt to exterminate coasting was the discovery that the state law of 1894 provides that cities and towns have no right to regulate the use of bicycles except to grant permits for increased speed at certain times and places, such as in road races and coasting contests. The state law will give the authorities full power to prevent reckless cyclists from endangering their own and others' lives and will also permit wheelmen to enjoy a glide along the less steep inclines.

E. W. P.

CANADIAN EVENTS.

Toronto, Canada, July 31.—The annual contest for the Dunlop trophy will take place on the celebrated Kingston road and Woodbine course in this city on Saturday afternoon August 21. The trophy this year is a very elaborate and handsome one, being a silver shield, and a keen contest is anticipated. The Wanderers' band will be in attendance and gold and silver medals will be given to the first and second teams, respectively, and a special gold medal for the first man to finish on Dunlop tires.

Jimmy Michael will make his first appearance on a Canadian track, on August 25, when he will race against the Canadian crack, T. B. McCarthy, on the Island track, for a purse of \$750. Great interest is being taken

in the match and as McCarthy is very much at home on the Island track and thinks nothing of riding a mile in about 1:56, a good contest should be witnessed.

A cable has been received announcing the fact, that the next world's championships will be held at Vienna, and that the following contest will take place in Canada, which means in all probability, that the races will be run off in this city. Richardson, the Canadian representative, arrived at Glasgow on Tuesday and it is expected that he will at least make a good showing, notwithstanding the very limited time between his arrival and the races. **W. N. IRWIN.**

ON THE STARCH KING'S TRACK.

Keokuk, Iowa, July 30.—Fully 3000 people saw the amateur races here this evening by electric light on the new third-mile track at Hubinger park. The entire fence all around the inner side of the track is studded with small lights and large arc lights are placed every forty feet, making the track almost as light as day. The track is owned by J. C. Hubinger, the millionaire starch king, who owns the electric street car and light plants and these were experimental races and were a success. Future races will be given during the season and a big meet will be given on Labor day.

Summaries.

One-mile novice—Sam V. Cox, first; Ben Jones, second; Frank Rollins, third. Time, 2:40.

Half-mile open—Austin Philpott, first; J. A. McElroy, second; Henry Rau, third. Time, 1:24.

One-mile open—A time limit of 2:45 was placed on the race. The first attempt was made in 3:06, the second in 3:08, and the race was declared off.

E. F. C.

MICHAEL AND McDUFFIE MATCHED.

Boston, Mass., Aug. 3.—Jimmy Michael and Ed McDuffie are matched for another great race to be held at Charles River park, October 2. The distance will be for ten miles, and the agreement for this race was made a

few days ago in Boston. The purse will be \$1,000, put up by the Charles River park management, and the side bet will be \$250 each. This race will be one in which the winner takes the total purse, \$1,500, the same as in the match of June 17, in this city.

It will be a much more exciting contest, barring accidents, than was the race between Michael and McDuffie, on June 17. The conditions of the match are that the contestants will toss a coin for locations of the pacing machines on the track, also as to whom shall have the choice of position at the start. The riders are privileged to have unlimited pace-making machines. In the last great race between these noted long-distance racers valuable experience was gained by each, as well as the men who managed the last race. Taking these circumstances into consideration, it is just to anticipate one of the closest races of the kind ever run off in the world. **G. W. B.**

THE KANSAS CIRCUIT STARTS.

Topeka, Kan., Aug. 2.—The Kansas racing circuit is on this week and will continue during the month of August. The circuit opened at Fairmount park in Kansas City, Mo., Saturday. The meet at Kansas City was given to entertain the large number of riders who were congregated there preparatory to starting out on the circuit in Kansas.

R. D. Hunt and C. H. Watson, two Kansas boys, knocked the Missouri state tandem record out by going a half-mile exhibition in :59.

Summaries.

One-mile open, professional—Frank Eberhardt, first; Bird, second; Stade, third. Time, 2:14½.

Two-mile handicap, professional—Enslow, 170 yards, first; Hunt, 190 yards, second; Fowler, third. Time, 4:38.

Half-mile open, amateur—White, first; Livers, second; Kraus, third. Time, 1:07½.

One-mile open, amateur—Conover, first; White, second; LeBaum, third. Time, 2:23½.

Two-mile handicap, amateur—McCrum, first; Hasler, second; Conover, third. Time, 4:40½.

C. W. B.

BALD AT THE TOP

By Hard Riding the Bison Takes First Place in Both of the Tables—
Stevens' Sensational Ride at Trenton—The White Flyer Wins
Easily at Asbury Park

Philadelphia, Pa., Aug. 3.—Edward C. Bald, after a long and hard fight for the top of both the percentage and points table, has at last secured that most enviable position and now leads in both tables just prior to the national meet. Tom Cooper, who has held the top of both tables since the start of the season, was not discouraged when the crown was taken from him, but is all the more determined to fight for the top. Cooper has not at any time this season been in good winning condition. At times he would make a good showing, but would immediately drop back, yet he has held the top of both tables for half the season. The mile open at Trenton lost Cooper the top of the tables, Tom running eighth in that race. This proves that he is far from being in condition. On the other hand, Bald was never in better riding form; his sprints are of a phenomenal order and his wins of late have been without much exertion. Gardiner also lost considerable percentage at Trenton, but still retains third position, still having a large lead over Mertens and Cabanne.

The Riding of Stevens.

The riding of Orlando Stevens the past three weeks has been of a sensational order. He secures a place in every race, if not a first, and he will soon occupy a position among the leaders. He has made only seven starts in open races and has four firsts to his credit and one second. He

now occupies fifth position in the points table, going above Kiser. His percentage is high and as soon as he has ten starts, should he keep up his winning form, he will occupy about the third position in the percentage.

C. R. Newton jumped from the tenth position to the eighth. He is slowly climbing to the top. Loughhead made a leap from the twenty-fourth place in the points table to fifteenth position. Loughhead does not follow the circuit regularly, this being the reason for his low standing.

Kimble's First Race.

Owen Kimble won his first race on the National circuit at Trenton. He regained his confidence and will now be heard from right along and will soon occupy a leading position with the crackajacks. Earl Kiser dropped one position, relinquishing his place to Stevens, who has five points the better of Kiser.

Prior to the Trenton meet, Cooper, Bald, and Gardiner had tied for the top of the points table, having 32 points each. Their percentage varied also, and that one fatal race at Trenton brought about changes which could not be avoided owing to the close standing of the men in the tables.

A Puzzler.

At Racine, Bald and Cooper ran a dead heat for first place in the mile open. The points of first place and second place were added together and divided, giving each man three points.

The men were credited with a first each and each first counts four points. The giving of the three points to each man seems to be a little complicated to some and hereafter each man will be credited with four points and a first.

Points and Prize Winnings.

Name.	Points.	Winnings.
Bald.....	35	\$812.50
Cooper.....	33	629.50
Gardiner.....	32	605.75
Mertens.....	21	607.00
Stevens.....	18	380.00
Kiser.....	13	426.00
Newhouse.....	11	145.00
Newton.....	10	210.00
Eaton.....	9	160.00
Jack.....	8	80.00
Hoyt.....	7	160.00
Cabanne.....	7	101.50
Steenon.....	7	115.00
Taylor.....	6	140.00
Loughead.....	5	135.00

BAY CITY RACE SETTLED.

New York City, July 31.—Kiser rode an exhibition at Manhattan Beach this afternoon at the National circuit meet of the Riverside Wheelmen, the seventh annual meet of that great club. Bald, Cooper, and Gardiner did not ride exhibitions and therefore New York had a surprise party that it was unprepared for and for which it did not turn out in an appreciative manner. In other words New Yorkers did not know that the big



men of the racing path would meet at Manhattan Beach today and therefore turned out only in the ordinary manner. The afternoon was perfect and the programme was a long one. Chairman Mott refereed the races. Two professional and two amateur contests were pulled off, the events closing late.

It was the greatest field of professionals of the season. After five heats of the mile open race had been run there were still left fifteen men for the final. This was too many, and two semi-finals had to be run. Handicapper Batchelder is wise in his generation, and he so arranged the heats as to bring all the good men together in the final heat, in which Bald and Kiser settled the Bay City best two in three contest as well.

New York people are a demonstrative crowd, and McFarland, the star of the new Tribune team, is a great favorite. In the two-mile handicap, today, the

udges made an error, so McFarland says, when they did not give him first. He made no protest, but the people did, and that protest was so strong that the announcer, Fred Burns could not give the results of the race. The people howled for McFarland, and would not even allow the announcer to tell them who the trick rider was.

Kiser's Hard Work.

Little Earl Kiser tackled too much of a good thing when he tried to do so much. The lad rode in the heat and semi-final of the mile open, rode from scratch in the two-mile handicap, and rode a half-mile exhibition in :52, breaking the track record, all before the final of the mile open. In that great contest when Jenny made his grand sneak from the top of the bank down the stretch to the start of the bell lap, Kiser pulled Bald up to Jenny just rounding into the backstretch and in the face of all this work, Earl took second to Bald in a hard finish in the final race.

Bald, Cooper, and Kiser did not appear in the heats of the mile open as it appeared on the programme and the people were most agreeably surprised when the big four appeared in the heats of the race. Kiser was in the first heat which was paced by Eaton. Titus and Ray Macdonald trailed the line. As Kiser came out from behind Eaton, Macdonald worked up to his side. Titus sprinted and Kiser gained his rear wheel as he passed, the two finishing easily in the lead of Willie Coburn, who did not make a fight. The time was 2:23.

Bald was on the outside of the line in the second heat and was given an ovation. Murphy paced to qualify. Hoyt caught pace, Bald second, Watson Coleman third, with Goodman, Kimble, and Steenson up in the line. Bald jumped on the bank and won out by ten open lengths over Hoyt, with Kimble third, but not qualifying. The time was 2:20½.

"Major" Taylor got up in the third heat. There was another fine field. Jenny paced. Newton was back of pace and Taylor was fourth in the line. Taylor moved up cleverly for a better position at the bell, taking second in the line down the backstretch, winning in a hard run, Newton sleighriding to second position. The time was 2:18½.

Stevens and McFarland were up in the fourth heat. From a back position both sprinted to the front on the last bank. The two nearly ran a dead heat. The time was 2:26½. Chapman of Atlanta paced to qualify.

In the fifth heat run for the extras who entered late at the meet, Newhouse paced to qualify. Cooper, Gardiner, and Oldfield were up. Gardiner jumped round Cooper as that rider watched for him, and closed down on the pole too soon, cutting Cooper out of his stride. Gardiner came all the way and won easily with Cooper second. The time was 2:13½.

Semi-Finals Necessary.

The field was too large and was divided into two parts by Chairman Mott. Bald and Gardiner were up in the first heat and Newhouse paced, Jenny securing the position. Gardiner was second in line and Bald third. Hoyt and Eaton trailed. Bald came out of the bunch with Hoyt on his rear wheel, surprising Gardiner on the turn. Bald finished easily with two lengths to spare over Hoyt. Gardiner qualified easily in third position, Newton running fourth. The time was 2:16½.

This brought Cooper and Kiser together in the second semi-final with Taylor, Titus, Murphy, Newton, Stevens, and McFarland. Titus paced to qualify in the excellent field. Murphy, Taylor, Cooper, Kiser, Newton, Stevens, and McFarland was the order back of pace. McFarland pulled Stevens up from the rear.

Taylor got away in the lead entering the stretch and Kiser loped round the bunch to the side of Taylor, finishing on that rider's rear wheel. Cooper was sixth entering the stretch and finished third by a great ride all down the stretch shutting Stevens out of the third place. The time was 2:14. Cooper was a beaten man when he entered the stretch in sixth position.

The final had Taylor on the pole and Bald second in line. Kiser, Hoyt, Cooper, Gardiner, Newhouse, and Titus followed. It was the best field of the season. Ray Macdonald paced. Kiser caught the position, Bald second in line, and then Taylor, Hoyt, Gardiner, Cooper, Titus, and Jenny in order named. The positions were unchanged until just at the bell. Jenny had gone high on the bank, and entering the stretch for the bell the Utica man made a grand run. Passing the tape at the bell he was traveling fast, and Kiser started the sprint after him. Bald hung to Kiser. Entering the backstretch, Kiser caught Jenny and took the lead. Cooper came to the side of Kiser and Gardiner started round. The Chicago man gained the lead entering the last bank, and still held it coming into the homestretch. The field rushed up to him and in a twinkling Gardiner was crushed back to sixth position, where he finished. Bald shot up past Kiser in the stretch, and at the tape, after a grand sprint, he was leading by an open length over Kiser, who was a little over a length ahead of Cooper. Taylor was fourth, Hoyt fifth, and Gardiner sixth. The time was 2:10.

The Two-Mile Handicap.

Kiser was the only one of the big four entered for the two-mile handicap and asked to be excused from starting. Chairman Mott would not grant the request, and he started, catching Newhouse and Steenson, and trailing them at a slow gait.

Newhouse sprinted and caught the bunch while it loafed. Kiser and Steenson did not try to catch the bunch and Mott put his eagle eye on them. His thoughts were undoubtedly of the new rule which says that every man in a handicap must ride to win. Oldfield won handily in 4:42 $\frac{3}{4}$.

McFarland was scratch in the second heat and Eaton had 20 yards. Stevens, with 40, made a great ride and gained the bunch. McFarland ran away from Eaton at the two-thirds and closed with the second bunch. McFarland and Stevens started round the bunch at the bell. Entering the last stretch they sprinted to the lead and McFarland went down the stretch in the lead. Titus skipped out of the bunch and shot into victory by a narrow margin. Stevens also qualified. The time was 4:37 $\frac{1}{2}$. Titus was given an ovation for his good ride. Kimble also qualified in this heat.

The final had McFarland on scratch to the delight of the crowd. Newhouse was 20 yards; Fred Hoyt, 60; Titus, 60; Newton, 80; Kimble and Coleman, 100; Fichtner, Decker, and Oldfield, 120; Goodman, 80, and Mosher, 140.

McFarland caught Newhouse, the pair closing with Titus, Hoyt, and Jenny. Titus brought the backmarkers up to the field in the second lap and the race became a loaf. Mosher lead the funeral procession, having the field well chloroformed. McFarland lay several lengths back of the field. Two-thirds of a mile from home he went up the line, still remaining outside the bunch. Entering the stretch for the bell he was third from last. On the top of the first bank he rushed up the line and into the lead entering the stretch. It looked all over but the shouting when Fred Hoyt came down the stretch and closed foot by foot with the lanky Californian. Hoyt got the decision and the crowd hissed and

would not allow an announcement of the result. It was close and looked McFarland's race all right but by a narrow margin. Oldfield and Jenny were third and fourth in a tight brush. The time was 4:48½.

Summaries.

Two-mile handicap, professional—Fred C. Hoyt, 60 yards, first; McFarland, scratch, second; Oldfield, 120 yards, third; Frank Jenny, 60 yards, fourth. Time, 4:48½.

Two-mile handicap, amateur—F. W. Richt, 60 yards, first; Geo. Reith, scratch, second; A. T. Fowler, 210 yards, third. Time, 4:51.

One-mile open, amateur—Chas. Ertz, first; Geo. Reith, second; H. Y. Dybell, third. Time, 2:23½.

One-mile tandem handicap, amateur—Miller and Babcock, first; Ertz and Bedell, second; O'Connow and Owen, third. Time, 2:07¾.

One-mile open, professional—Bald, first; Kiser, second; Cooper, third; "Major" Taylor, fourth; Fred Hoyt, fifth; Arthur Gardiner, sixth. Time, 2:10.

STEVENS' DAY AT TRENTON.

Trenton, N. J., Aug. 2.—Seventy-nine professionals in the half-mile handicap and two-mile handicap, and fifty-seven in the mile open race, gave to the National circuit meet of the Sir Charles Napier Lodge of the Sons of St. George, today, the largest and most representative entry list of the season thus far. The meet was held on the half-mile track at the interstate fair grounds. The half-mile horse track was in perfect condition. It was fast and it was safe, and there was every opportunity for fast time and the time was made. Bald paced a heat of the mile open, and the time was 2:07. Burns Pierce paced the final, and the time was 2:07. The pacemaking of Bald was a jest. Chairman Mott was the referee of the day, and, turning to Bald, he asked the king in a joking way if he would pace the heat to qualify. Bald said yes, and he carried out his offer.

A New King.

But Bald was not the king today, and there must be crowned, as the result of the day, another king among the top-notchers, each of whom is a king. The new monarch is Orlando Stevens, a member of the new Tribune team. Stevens won the mile open

race of the year today and he not only won the contest, but he made a show of his field. He ran away from his field and from Bald, who had clear sailing and was forced to see a man ride away from him. Stevens made a great sprint and played his race right. He was back of the bunch and when McFarland started to sprint, Stevens jumped out and for the time caught his rear wheel. Into the stretch he sailed independent and then it was a case of sprint, the like of which has not been seen in some time. Bald defeated Cooper at Elmira in much the same way as Stevens beat him today. Bald opened up on Cooper in the stretch and Stevens opened up on Bald. The contest was a grand one, the best mile open race of the season, and so pronounced by all. The best field was up, lacking only Kiser and "Major" Taylor to make it complete. The race was pretty and it was clean cut all through, with no chance for a protest in any way.

Another Victory for Stevens.

But Stevens not only took the mile open but he also took the half-mile handicap. In this race the Iowa sprinter cut out for himself at the quarter-mile pole and he was never headed to the tape, coming all the way in a grand sprint that won for him the renewed plaudits of the crowd. Stevens' team mate, Owen Kimble, the Louisville man, made a grand run in the final of the two-mile handicap, landing a well won victory cleanly and in a manner that left no doubt that the man had returned to the form which he showed so plainly last season. Kimble rode well. He went to the front of the line at the mile and gaining the front he never allowed himself to be set back of the third position before he was at the mile and one-half. Into the home-stretch he sailed out to the lead and from that time he was never headed and was never in danger of losing the

contest by either hook or crook. The Tribune team certainly celebrated its first appearance grandly, for it won the three races of the great meeting with the big men.

Accident to Trainer Young.

In the amateur class, the New York Athletic Club team was prominent. "Billie" Young was absent, having had both his legs fractured at Asbury Park today while transporting the wheels of his men to the track. He was standing on the wagon as it swung a corner and was thrown under the wheels.

Zimmerman, the great "Skeeter," sat in the press stand all the afternoon and congratulated Stevens in no small terms for his great wins. "I always did like a winner," said Zimmerman later, and then, "That man is a finisher after my own heart."

Jack Parsons made his appearance on the circuit in several races of the day, but did nothing. Parsons said that he was nearly in condition and that he expects to do considerable circuit work now. Jimmy Michael rode five miles against his former record, made in his first appearance in this country at this track and American record at the time, 9:51 $\frac{1}{2}$ and did 10:09 $\frac{1}{2}$. He was paced by but three teams, two triplets, and a quadruplet.

Clarence McLean made an appearance and secured a half-dozen dates by his great work in trick riding. He was enthusiastically cheered.

Best Race of the Year.

Fifty-seven men were entered in the mile open professional and it was a large field that got up in the first heat including Jack Parsons, of Australia, and Billy Bainbridge, of Chicago, together with the three members of the new Tribune team, McFarland, Stevens, and Kimble. The field lined up prettily back of Jenny, who paced and McFarland, Stevens, and Kimble all worked out to the front at the

quarter. McFarland came fast, but Stevens pushed up to the first position in the stretch and Nat Butler also slipped in ahead of the lanky man from the slope who qualified in third position. The time was 2:13 $\frac{1}{2}$.

Tom Cooper was in the second heat and came from sixth position to the front in the stretch. Newhouse pushed up into second place and Randall secured the third position. Church also qualified for pacing. The time was 2:12.

Bald paced the third heat of the race, creating a ripple of surprise. The "cannon ball" strung the large field out finely, and the finish was the prettiest of the three. Gardiner had worked out to the lead past Newton, but was passed by that rider just as Loughead ducked his head. The Canadian champion came every inch of the way in a steady, unbroken grind and won out handily, Newton second, and Gardiner third. The time was 2:07, and Bald received an ovation for the fastest single-paced race of the season.

This brought the following field up in line from the pole out for the final: Loughead, Cooper, Stevens, Newhouse, Newton, Nat Butler, Gardiner, Randall, McFarland, Church, Jenny, and Bald. This was by great odds the best field of the season, lacking but Kiser and "Major" Taylor to be a perfect field.

Clean Win for Iowa.

Bald paced the fastest heat and objected when he was placed on the outside of the line. Burns Pierce paced and Bald caught the position, with Church second, Cooper, Newhouse, Jenny, Loughead, Eaton, Randall, Gardiner, Stevens, and McFarland following. Jenny got a bad fall, his first of the season. Loughead stirred the line as he started for the front and McFarland jumped round. Stevens caught McFarland's rear wheel and went up along the line with him to the lead entering

the stretch. The race was all over but the shouting, as Stevens never let up in his sprint, but came all the way opening length after length on Bald until he flashed over the tape finally seven lengths to the good. Bald was pressed close by Nat Butler, and Fred Loughhead finished fourth. The time was 2:07.

Powell Shows.

The final of the amateur mile open was as good a race as one wants to see. I. A. Powell made a great ride all down the stretch and beat C. M. Ertz in as pretty a burst of speed as is ever witnessed. Ray Dawson was coming third when E. C. Hausman shot up at his side and another pretty bunch resulted, Hausman winning. The time was 2:19½.

The field that lined up for the final of the professional half-mile handicap included a number of good men with Loughhead on scratch. Bald and Cooper failed to qualify in their heats. Loughhead went away on the jump from Randall, from 10 yards, ran away from him and jumped round to the front. Stevens was in the center of the bunch on the backstretch and jumped out coming round the turn. The Iowa man lead into the stretch and the race was over. Newton ran up close and Loughhead just got third. The time was 1:05¼.

Summaries.

One-mile open, professional—Stevens, first; Bald, second; Nat Butler, third. Time, 2:07.

Half-mile handicap, amateur—H. E. Rogers, 70 yards, first; I. A. Powell, scratch, second; George Reith, scratch, third. Time, 1:01½.

One-mile open, amateur—I. A. Powell, first; C. M. Ertz, second; E. C. Hausman, third. Time, 2:19½.

Half-mile handicap, professional—Stevens, 20 yards, first; C. R. Newton, 30 yards, second; Loughhead, scratch, third. Time, 1:05¼.

Two-mile handicap, amateur—Collett, 60 yards, first; C. M. Ertz, scratch, second; Ray Dawson, scratch, third. Time, 5:00.

Two-mile handicap, professional—Kimble, 110 yards, first; W. M. Randall, 80 yards, second; Murphy, 110 yards, third; Nat Butler, scratch, fourth. Time, 4:43½.

BALD AT ASBURY PARK.

Asbury Park, N. J., Aug. 3.—Success met the venture of the American Cycle Racing Association, promoters

of the National circuit meet in this city today. The races, held on the track constructed for the national championships of '95, were attended by nearly or quite 7,500 people, every grand stand and bleacher seat being taken. The promoters are Pat Powers, of the Eastern Baseball League, and William Brady, manager of Jim Corbett, who rode in a half-mile match race with Harry Maddox, the local pride, today and won handily in 1:02½. Corbett had a handicap of "So much," as the announcer gave it. The distance was about 150 yards and Maddox did not make up fifty yards of the distance. During the races it was announced that on the same date in August, A. A. Zimmerman would make his debut in match racing for the season with Jimmy Michael, if possible to secure the great little rider, as his opponent.

By his grand riding today Bald won the head of the points table by a margin of ten points over Cooper and Gardiner and the top of the percentage table. The Bison was the only one of the big four present, but the meeting of Bald and Stevens, the rider who lowered the colors of the White Flyer in such a sensational manner yesterday, was of the greatest interest.

Heats of the Third-Mile.

The third-mile open, professional, brought out good men in the heats. In the first heat Fred Loughhead rode easily, with David second. Aker was third, but did not qualify. The time was :44.

McFarland played cleverly for the front position in the second heat and made the run down the backstretch and around into the stretch. Kimble followed McFarland into the stretch, coming away for home as he has not come in any previous sprint on the circuit. McFarland was sawed back to sixth by the rush around him. Goodman came from the bunch as it passed McFarland and jumped to

second position, shutting out Hoyt. The time was :45.

Newhouse and Eaton rode side by side round the last banking in the third heat, and Bald was behind them. Bald shot in between and scattered the pair on the turn, coming away well for home. Newhouse followed and Callahan shot ahead of Eaton, but did not qualify. The time was :46 $\frac{1}{2}$.

Stevens qualified in the fourth heat. He was in second position and came out on the turn. The Iowa man never was headed, winning easily with Newton in a sleighride on his rear wheel. The time was :45 $\frac{3}{4}$.

First Blood for Bald.

This brought all the good men together for the final, Loughhead, Kimble, Stevens, Bald, David, Goodman, Newton, and Newhouse. The rush to get away into the lead was terrific, but the race was nearly over when the field got straightened out for home. Bald was back in sixth position as Stevens rushed to the front followed by Goodman. Newhouse went up and Goodman followed. Bald came out of the mess on the turn and from that time on the race was all over but the shouting, although Stevens managed to get to the rear of Bald. The Iowa man had the confidence, but hardly the speed and finished a foot back of the rear wheel of Bald. Kimble had followed Stevens and stayed with him to the close, defeating Loughhead for the third position. The time was :43 $\frac{3}{4}$.

I. A. Powell, the college crack, succumbed to the prowess of G. H. Collett and C. M. Ertz in the final of the amateur mile open, although the finish was very close and interesting. Powell and Dawson were well back in the bunch when the sprint started and did good work in getting into the final result at all. The time was 2:27 $\frac{1}{2}$.

Good Men Qualify.

Four heats in the mile open pro-

fessional were paced, the first by Maddox. Bald caught the pace-maker. Steenson trailed and jumped. Bald caught on, and down the stretch he won the contest. Lefferson, the former amateur, beat Steenson by inches right on the tape for the second and qualifying position. The time was 2:15 $\frac{1}{4}$.

Joe Lefferson paced the second heat. Nat Butler was second, Kimble third, and Goodman fourth in line. Kimble played a poor race, dropping out of the line too early. Butler came out of his position to the front and Goodman pushed to his side with Callahan third across the track. Kimble was closed in and Butler and Goodman gained the heat close together. The time was 2:18. Crooks paced the third. Stevens had the position. Wells trailed. Brock took the position from Stevens. Sagurton fell and was carried from the track. Wells made a bid for the heat but lost. Stevens shot out and won from Newton. The time was 2:15 $\frac{1}{4}$.

Ray Macdonald paced the fourth heat. McFarland, Hoyt, and Titus were in order back of pace. Loughhead went round at the third and dropped back to position. Aker carried Church up from the back and Titus caught on. Loughhead was fourth at the bell. Hoyt and Church got into the stretch first, and Loughhead finished third, not qualifying. The time was 2:13.

Another Win for Bald.

The men lined up for the final in the following order: Hoyt, Bald, Stevens, Butler, Church, Lefferson, Newton, and Goodman. In the rush away Stevens beat Bald along the pole and caught the position with Bald second, and then Nat Butler, Church, Lefferson, Goodman, Hoyt, and Newton.

The field remained in this order until the half, when Goodman went up along the line on the pole and caught the rear wheel of Bald, crowd-

ing Nat Butler out to the side. At the bell Newton went past Hoyt and that rider caught on, the two going up to the front. Stevens caught the rear of Hoyt and did not lose, while Bald was dropped a short ways, making this up on the turn.

In the rush round the turn Stevens shot past Hoyt on the pole and Bald went round the outside. Butler went after the pair and in the stretch closed with Stevens. Bald held a lead of a length and finished with it, while Butler was a half length to the good of Stevens. Hoyt ran fourth after the fine work of Newton. The time was 2:14 $\frac{1}{2}$.

E. C. Hausman, G. H. Collett, R. A. Miller, all of the Harlem Wheelmen of New York, put it all over Ray Dawson in the final of the two-thirds-mile handicap. The three winners finished abreast and but inches apart all around. The time was 1:28 $\frac{1}{2}$.

McFarland failed to qualify from scratch in the heat of the two-mile handicap. Bald did not start. Stevens quit in his heat. Nat Butler was alone on scratch in the final and Steenson at 50 yards was nearest to

him. Butler closed with Steenson, with Goodman and Callahan at the third-mile, and there were two bunches of five and nine men each. The length of the stretch separated them. At the two-thirds the field closed. Three men fell at the upper turn.

The field loafed with Kimble playing well to the front and Nat Butler on the outside and overclimbing. Butler, Goodman, Newton was the order in the lead at the bell; Kimble played around the outside and Wells sneaked for twenty yards. The three finishers were inches apart and Butler, Steenson, Goodman, and Newton was the order. Wells was right up and beaten only by inches in that whirlwind finish. The time was 4:46.

Summaries.

Two-mile handicap, professional—Butler, scratch, first; Wells, 110 yards, second; Goodman, 80 yards, third; Newton, 110 yards, fourth. Time, 4:46.

Third-mile open, professional—Bald, first; Stevens, second; Kimble, third; Loughhead, fourth. Time, :43 $\frac{1}{2}$.

One-mile open, professional—Bald, first; Nat Butler, second; Stevens, third; Hoyt, fourth. Time, 2:14 $\frac{1}{2}$.

Two-thirds-mile handicap, amateur—E. C. Hausman, scratch, first; G. H. Collett, 20 yards, second; R. A. Miller, scratch, third. Time, 1:28 $\frac{1}{2}$.

One-mile open, amateur—G. H. Collett, first; C. M. Ertz, second; I. A. Powell, third. Time, 2:39 $\frac{1}{2}$.

One-mile novice—H. A. Thiede, Chicago, won. Time, 2:43 $\frac{1}{2}$.

F. ED. SPOONER.



THE LEAGUE MEET IS ON

Philadelphia Invaded by Over 25,000 Members of the L. A. W.—The
Indianapolis Delegation Working Hard for the '98 Plum—The
Town at the Mercy of the Wheelmen--The Veterans
to Be Banquetted

Philadelphia, Pa., Aug. 4.—Under clear blue skies and with the thermometer touching the ninety mark, the eighteenth annual meet of the League of American Wheelmen was formally inaugurated today. The opening scenes were of an exciting character and while the runs and tours which were down for the morning and afternoon started off with a large attendance, they were simply the forerunners of what are to follow, and a majority of the visitors were busy in getting their credentials and putting themselves in readiness for the rest of the week.

The leaguers have simply taken the town by storm and there are already 20,000 visitors on hand to partake of Quaker hospitality for the next four days. What tomorrow and Friday will bring forth can not be foretold, but last night and this morning, when only the vanguards had arrived, there were indications that Philadelphia was booked for unconditional surrender by an army of rubber-tired cavalry. Thousands of them are here and thousands are on their way.

As the minutes of yesterday glided on apace, so in keeping grew the gathering host of cyclists who came to Philadelphia to lend their aid and presence in making the L. A. W. meet of '97 an unqualified success and a success with a large size S. It

surely will be, for the men in charge of the affair have labored long and incessantly, neglecting no portion of the necessary work which now after such faithful efforts is about to burst forth into that most beautiful of all satisfying blossoms—success. The whole city has thrown itself into one grand effort to make the stay of the wheelmen a pleasant one. Everywhere there are evidences of good will and thus far every one seems to have enjoyed himself.

The City in Gala Attire.

The city is in holiday attire and flags, bunting, and the colors of the L. A. W. are conspicuous everywhere. Promptly at three o'clock yesterday afternoon the official headquarters at Broad and Cherry streets were opened, and there was a mad rush to register and to receive credentials. Long before the half hour the arena was besieged by a throng of cyclists wanting admission; every minute more men and women arrived until the whole of Broad street for the distance of a square was blocked. They were mostly from Philadelphia, but there were also representatives of Indianapolis, Pittsburg, Altoona, Hackensack, and New York, the members of whose clubs came riding into the city early yesterday morning, and from many other places in Pennsylvania and adjoining states.

To prevent confusion, only a few

were admitted at a time, but the remainder patiently stood in the broiling sun and the heat of the crowd awaiting their turn. There seemed to be not the least impatience shown. Strangers met, saluted each other as L. A. W. members, and then soon became friends, drawn together by the ties of a wheeling brotherhood. A delegation from the ladies' auxiliary was present in order to welcome the lady riders who came to register. These were at once escorted into the building and were given special facilities for registering.

The souvenirs, badge, and book met with practically universal commendation. The badge consists of a bar, in the center of which is the L. A. W. emblem, three wings radiating from a circle, and between the wings the letters L. A. W. On the left of this center device are the figures 18, and on the right 97. From this bar is suspended by means of a bit of purple ribbon a miniature bicycle wheel whose central part is covered over by the keystone of Pennsylvania engraved with the liberty bell. On the rim of the wheel is the inscription "Eighteenth Annual Meet, Philadelphia, August 4, 5, 6, 7." The general effect of the medal is of oxidized silver.

The Indianapolis Delegation.

The Indianapolis delegation was the first big party to arrive. The first section arrived in town last night, and today they were joined by the citizens' committee, of Indianapolis, who are here to boom the Hoosier capital for the national meeting of '98. The party has established headquarters for the week at the Walton. Seldom if ever before has any meet candidate city been represented at a league gathering by so thoroughly a businesslike delegation as Indianapolis has at this city. In the party are Mayor Thomas Taggart, Postmaster Albert Sahm, President E. E. Kinney, of the Indianapolis Board of

Trade; Chief-Consul Sherwood, of the Indiana division; Harry T. Hearsey, president of the Indianapolis Cycle Board of Trade, and several others of the Commercial Club. The Indianapolis newspapers are ably represented by F. W. Van Sicklen, chairman of the press committee; Hal Reed, of the News; A. O. Royse, of the Journal, and Ben D. Crose, of the Sun. The Hoosiers evidently mean business and are loaded to the very guards with persuasive literature, photographs of their city badges, and refreshments galore.

Other Delegations Visit the Hoosiers.

During the afternoon delegations from Boston, Hartford, Springfield, Albany, Troy, Hackensack, and Jersey City arrived, and each in turn was hustled off to the Walton, where they partook of bountiful Hoosier hospitality, and finally made their escape from the hotel convinced that of all the spots on God's green earth appropriate for holding a gigantic cycling affair, Indianapolis, the pride of Indiana, is that one pre eminently suitable place. They are a clever lot, those Hoosiers, and if they fail in their mission the credit due them will not be dimmed in the least.

Shortly after the noon hour a tired, dusty squad of wheelmen, thirty in number, rode leisurely down Broad street to Cherry where they dismounted and entered the arena. They were members of the Hackensack Bicycle Club. After receiving some sought for information they were about to withdraw to their hotels when Messrs. Hall, Crose, and Van Sicklen, of Indianapolis, in a paternal spirit joined the Jerseymen and steered them to the Walton where the Hackensack youths were initiated to the mutual satisfaction of all.

The first comers from Boston reached Broad street station late in the afternoon. Once more the Indianapolis fiends made their presence known, for they inveigled all hands

to accompany them to the Hotel Walton, where the Bostonians learned more about Indianapolis than they had ever known, and when they at length were forced to cut short a most enjoyable visit they were all convinced that Indianapolis is unquestionably the best place in the country for holding the next year's meet.

Chicagoans in Evidence.

At the Walton the big Chicago and Pittsburg delegations are also quartered. The former is headed by a party of Chicago Cycling Club members and they practically own the hotel. At the Lafayette William B. Hughes, of Omaha, is registered, he being the first of the Nebraska representation to reach the spot. Omaha, like Indianapolis, wants the meet of '98. Her claims and the reasons why have not yet been set forth, but these will no doubt be on tap when the spirit moves her delegates. The Pittsburg, Allegheny, McKeesport, Williamsport, and Scranton representatives are scattered about between the Aberdeen, Columbia, Windsor, Bingham, Continental, and Green's. Most of the cities and towns of this state are doing nobly in the matter of numbers, though the nearby localities will not be fully represented until this evening when thousands of their wheelmen and wheelwomen are due to arrive. Among the other notable arrivals were the Port Richmond, Staten Island, delegates.

The Van Rensselaer County Wheelmen, of Troy, N. Y., the Albany Cycling Club, the Centaur Bicycle Club, of Baltimore, which is the first division of the Maryland division which will send upward of 1,000 wheelmen, the Associated Cycling Clubs, of Washington, of whose members at least 1,000 will be here by tonight, also turned up. Even San Francisco has sent her representative cyclists, and Galveston and San Antonio, Tex., while in the sweltering

crowd that packed the arena during the afternoon were two Mexicans, rigged in grotesque costumes, but present just the same. They had journeyed over 2,000 miles to take in the fun. The important business of registering the wheelmen will be continued today at the arena, when by night it is estimated upward of 25,000 L. A. W. members will have signed for and received their credentials and souvenirs.

The Veterans' Banquet.

A very graceful compliment to the members of the L. A. W. who made the organization a success when it was in its infancy, has been decided upon by the Associated Cycling Clubs in connection with the meet. Last year, at the Louisville meet, was formed the L. A. W. Pioneers, composed of those who had been members of the league for not less than ten continuous years. This organization now numbers about forty members, composed of some of the most prominent figures in wheeling, and it is calculated that about seventy-five more league members will be admitted to membership at this time.

At Louisville a supper took place attended by the Pioneers, which was one of the most enjoyable features of the affair to those who attended, each member paying his proportionate part of the expenses. Such a supper will be given on Friday night, August 6, at the Union League, but the Associated Cycling Clubs will defray the expenses of the affair and will invite all the veterans to take part as their guests. A committee, composed of P. S. Collins, George D. Gideon, and William R. Tucker, has been appointed to arrange for this affair.

MONDAY'S ARRIVALS.

Philadelphia, Pa., Aug. 1.—National meet week was ushered in today, and its advent was marked by fine weather and the first big influx of visitors. According to the official programme, the festivities will not

commence until Wednesday, but in reality everything is in readiness to receive the visitors, and entertainment in plenty will be provided for the early arrivals. There are evidences of the big meet on every hand. It seems to be the principal topic among all classes, and while the cycling element will, of course, do the entertaining, a royal welcome will be found on every hand.

Philadelphia has been the scene of many great gatherings this year, but it seems certain that the national meet will eclipse them all. No less than 50,000 visitors are expected to swoop down on the city before Thursday morning as reports from all parts of the country indicate a phenomenal attendance and this estimate is considered a good one. By tomorrow or Tuesday the city will be bedecked in holiday attire; in fact many of the cycling clubhouses are already profusely decorated. In the business section on Chestnut, Market, and Arch streets, and on Broad street, the equal of any boulevard in the world, merchants and private parties have promised to co-operate with the cycling clubs and these with the hundred or more hotels promise some elaborate displays.

Visitors Come Early.

The first visitors began to arrive the middle of last week, but they were few and far between. Today, however, there were several hundred arrivals from nearby points, and knickerbockers and golf stockings are very conspicuous in the various hotels. Big arrivals are expected tomorrow and Tuesday and the hotels are getting in readiness to handle the crowds.

Out at Willow grove there has been unusual hustling and activity during the past ten days getting in readiness for the two days' races on Friday and Saturday. The track has been put in ship-shape condition.

The entries have not been coming

in as rapidly as the committee would desire. The entry list was supposed to close yesterday, but entries will probably be accepted as late as Tuesday. Up to last night, Chairman Dimon had received 159 entries, which is no more than take part in any good-sized meet.

After the Mile Record.

Since the announcement was made that several of the fastest pace-followers in the country would go for records during the meet, much speculation has been indulged in as to the possibility of new figures being created. The principal point of attack will, of course, be the figures for the paced mile, which now stand at 1:39 $\frac{1}{2}$, made by Hamilton, at Coronado, Cal., March 2, 1896. For almost a year and a half has Hamilton's record withstood the assaults of the cracks; but it is highly probable that before another fortnight Willow Grove will hold that record safe. At the new track's first tryout, a few weeks ago, curly-headed Earl Kiser, with pacemaking which, while good, could not be termed strictly first-class, negotiated the mile in 1:45 $\frac{3}{4}$ without turning a hair and riding apparently well within himself. That performance demonstrated that the track is fast—remarkably fast. Tom Eck, the veteran trainer, who has seen them all, at home and abroad, thinks it the "fastest in the world." Given the track, where's the man? There are several prominent flyers who could, with first-class pacing, do the trick. There's Tom Cooper, for instance, who without any special training for record work, did a mile in 1:44 $\frac{1}{2}$ on a track that's seconds slower than the track at Willow Grove. Bald and Michael have done almost as well. Gardiner, the western crack, who is reported to be in such fine fettle just now, is another man who must be considered as a possible holder of the world's record for a mile. Hamilton, himself, if fit,

could probably clip a second or two off his own figures.

The track is constructed on such scientific lines that if it were possible for a quad, quint, or sextuplet team to do a mile in 1:30 there will not be the slightest danger of a slip.

There will be attempts made on the records for shorter distances, both amateur and professional, and under the circumstances it is safe betting that not a few of these will also go by the board.

The list of officials for the meet

has been changed somewhat during the past week by the addition of several names. Ex-chairman of the racing board, George D. Gideon, has accepted the invitation of the committee to accept the position of referee made vacant by the absence of President Potter in Europe and will officiate on Friday. Fred Gerlach, of Chicago, will officiate as judge in the position originally assigned to Henry Goodman, and C. A. Boyle, of Chicago, will act as one of the announcers. G. M. D.



THE INTERNATIONAL CHAMPIONSHIPS

Willi Arend, of Germany, Wins the Professional Mile, While Edwin Schrader, of Denmark, Captures the Amateur Plum—Stocks and Gould Land the Other Two

Glasgow, Scotland, Aug 2.—[Special cablegram to Bearings.]—The fifth annual meet of the International Cyclists' Association was brought to a close today after three days of most excellent racing. The championships were divided, England getting two, Germany one, and Denmark one. The I. C. A., at its business meeting, awarded next year's meet to Vienna and promised Canada the '99 meet.



J. W. STOCKS.

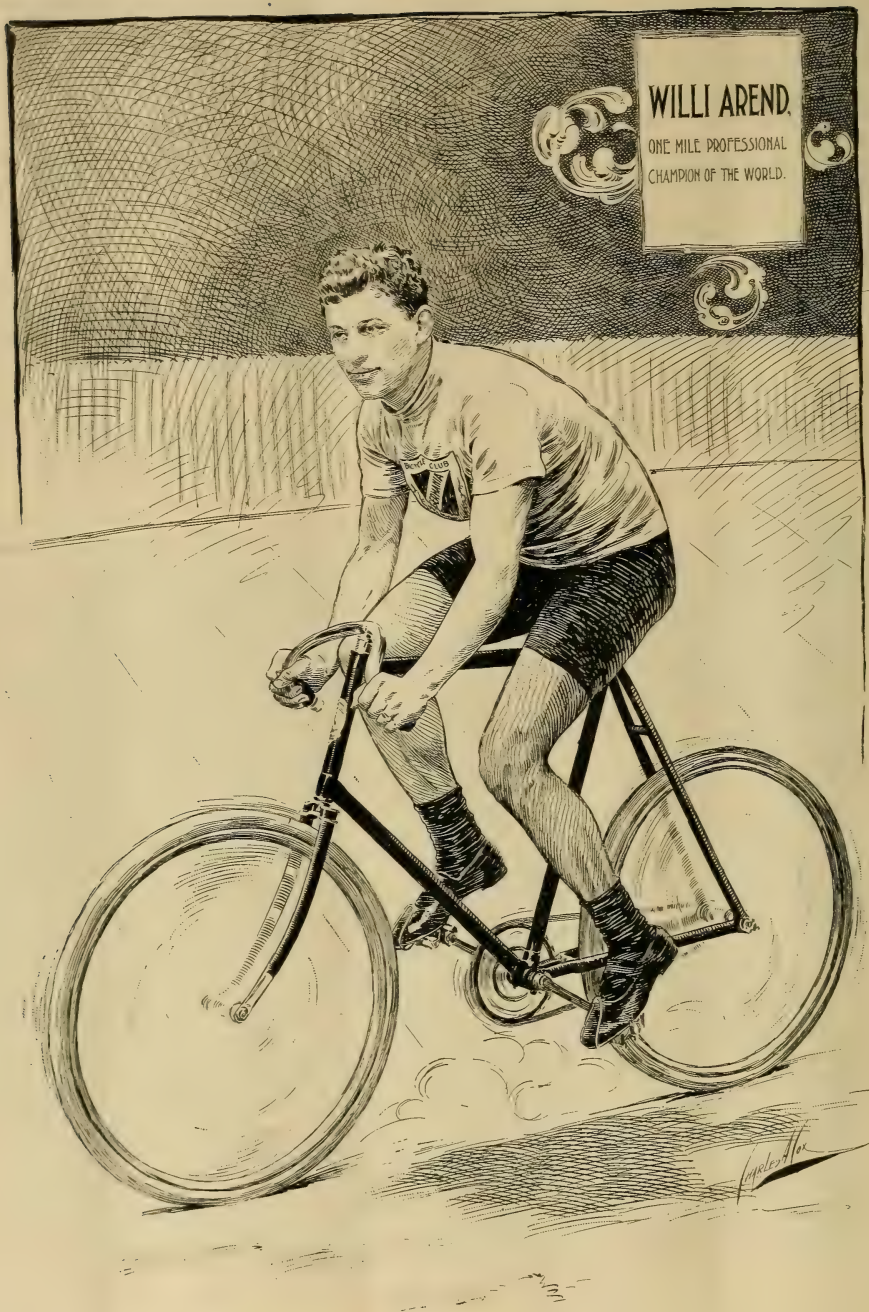
The meet opened on Friday, on which day was decided the one-mile professional championship of the world. For once, several good things went wrong and the strong favorites failed to show. It was thought that the fight would be between Bourrillon and Morin, the Frenchmen, but the best that France got out of it was third place. After many heats and semi-finals, the field was boiled down to a reasonable size, the final falling to Willi Arend, of Germany, the youth who made such a favorable showing in France last spring, but who lacked track experience. He showed by his riding today that he had not failed to benefit by the lessons taught him by the Frenchmen, and won the final in first-class shape, C. F. Barden, of England, running into second place, with Nossam, the French crack, third. The time was 2:19 $\frac{3}{4}$.

The Amateur Champion.

On Saturday, two championships were run, the amateur mile and the 100 kilometers for professionals. The first event was a surprise party, indeed, the race falling to Edwin Schrader, of Denmark. Fawcett, the Englishman, was second, and Reynolds, the winner of last year's championship, third. The race was a loaf, the time being 3:24 $\frac{1}{2}$. Young Schrader comes of a wealthy Danish family, and for years has been regarded as one of the fastest of the Danish cracks. An American present says that Schrader closely resembles Owen Kimble, the American crack. In 1895, with Lawrentz as a team mate, Schrader beat all invaders on Danish tracks in the principal tandem events.

Stocks in Meintjes' Shoes.

The 100-kilometer championship, professional, fell to J. W. Stocks, of England, as was expected. The race was paced, and Stocks had an easy time



WILLI AREND.

ONE MILE PROFESSIONAL
CHAMPION OF THE WORLD.

Laples

of it all the way through, his pacing artillery being of the best. A. A. Chase, last year's winner, and Armstrong were second and third, respectively. The time was 2:10:52 $\frac{4}{5}$.

Today the amateur 100 kilometers was run, and again the English colors were brought to the front, this time Gould being the man. Ouzou and Tjoerby filled second and third places. The time was 2:19:06 $\frac{2}{5}$. Then the two one-mile champions, Arend and Schrader, were brought together to decide the real one-mile champion of the year. Arend won as easily as did Bourrillon last year when he defeated the Irishman, Reynolds. The time was 2:51.

This brought the meet to a successful close, and every one went away satisfied. The attendance on each of the three days was large, averaging about 15,000 daily. England scored the greatest number of points and accordingly captures the Saltonstall trophy.

C. W. HARTUNG.

A CENTURY SONG.

*We are up and away at the first peep o' day,
Full of that exuberant feeling
Born of the free play of the warm blood of they
Who indulge in the pastime of wheeling.*

*Our hearts light as air, we outpace the hare
And vie with the birds in their singing.
Sweet Nature so fair smiles back everywhere,
And the air with our laughter is ringing.*

*Fresh impulse we find as the horse drops behind,
Despite the sharp lash of his master.
The miles we unwind as we steadily grind,
And pile them up faster and faster.*

*'Dull care has no place in this jolly race;
The blues we are utterly routing.
Tho' swift is the pace, we read in each face
The pleasure of bicycle outing.—TOM B. GILLIN.*



FRITCHETT
OF THE WARWICK TEAM



OWEN KIMBLE
THE NEW MEMBER
OF THE TRIMBLE
TEAM



ALBROW



WM STEVENSON
DETROIT'S WONDERFUL ONE ARMED
RIDER



ED STEVENS
THE BUFFALO AMATEUR



"BIG BILL" RANDALL
A GREAT QUARTER MILE



COOPER, RISER
AND THEIR MANAGERS



LOUGHEAD, ECK AND DAVIDSON,
THE "CANUCKS"

Snapped
here
and
there

EDITORIAL

WASTEFUL METHODS IN VOGUE.

The subject of excessive street sprinkling is such a trite one that it is only with a certain amount of deference for its age and an apologetic introduction that it can be broached at all. It is only by constantly agitating these subjects, however, and by bringing up arguments showing wherein reforms will accrue to the benefit of the taxpayer at large quite as much as to the cyclists, that we can hope to secure those changes for which we have asked repeatedly and waited so patiently.

It should be brought forcibly to the attention of the public in every city in this country—for only by arousing popular sentiment can any reforms be effected—that the present method of street sprinkling as widely practiced is the least economical and most unsatisfactory that could be adopted. It is a self-evident fact that if there were no dust on the streets there would be no need of sprinkling them; ergo, if the streets were properly swept and kept clean sprinkling would be unnecessary. But even when sprinkling is resorted to as a makeshift it is a serious waste of money to drench them as is commonly done.

In the first place, it is a misuse of water, which not only represents a waste at the pumping stations, but also causes inconvenience to the public in the hot weather when the increased use of water throughout the city diminishes the pressure often to the point where the useful liquid will not rise to the second floors of dwellings.

In the second place, when an excess of water is poured on the streets, it runs into the gutters in streams, in time forming little lateral ruts which quickly destroy the smoothness of the surfacing of macadamized streets and boulevards and ruin the paving.

In the third place, when the streets are flooded in the customary manner, the water collects in all the inequalities of the surfacing and, standing there, soon rots asphalt paving and softens the macadam metaling, so that horses' hoofs and vehicle wheels cut it up and thus destroy it quickly.

In the fourth place, too great a volume of water on the streets causes serious inconvenience to the public, thereby utterly failing in the street sprinkler's mission, which is to increase the public comfort. To any one walking on the sidewalk, a muddy street may be preferable to a dusty one, but to all who ride bicycles or drive horses on them, the latter is preferred to the former. Wet, dirty streets in the business center of a metropolis are a real menace to the life of any person intrepid enough to ride a bicycle on them. This fact is not yet well recognized in this country, but in England and the continent, especially in London, accidents caused by slipping on the wet cobble stones and street car rails have been so numerous that the European speaks of a "sideslip" on the "greasy" streets and "deadly tramway" with bated breath. In some instances cyclists have even been prohibited from using certain crowded thoroughfares on this account.

Mention might also be made of the ruinous effect the semi-liquid mud

of a freshly "watered" street has on the clothing of bicycle riders and of the time wasted in cleaning the bespattered machines, but these are arguments that carry no weight whatever except with the cyclist and can not be expected to influence the aldermen or that portion of the populace—yearly growing magnificently less—which does not ride bicycles.

If the evils cited above were difficult of correction there might be some excuse for continuing the street sprinkling methods now in vogue, but plenty of more satisfactory ways of keeping the streets free from dust can be found by those who care to benefit the public. For instance, asphalt streets and drives and those paved with stone blocks and brick might be washed or flushed with a hose attached to the fire plugs, as is done in Denver, Milwaukee, and certain other progressive cities. This can be done before sunrise, so that by the time traffic begins they are dry. Macadam streets can be kept cleaner and sprinkled more sparingly. They should never be drenched as they usually are now, and one side should not be moistened until the other is dry enough for comfortable use by all manner of vehicles.

OVERDOING FOREIGN BUSINESS.

Reports from New Zealand show that there are about 6,000 bicycles held in bond in that country. Half of these are American machines. During the six months ending March 31 last New Zealand imported 6,828 bicycles, or an average of 262 per week, in addition to a weekly value of nearly \$7,000 worth of bicycle materials. In those six months Wellington alone imported wheels at the rate of 104 a week. These figures show that almost as many wheels are being held in bond as have been imported during the half year, which betrays the fact that the importation of them is being largely overdone. The spring season in the antipodes is just beginning and it is possible that most of these machines may be disposed of at fair prices without the necessity of resorting to the suicidal auction sales, but the state of affairs should warn American manufacturers of the danger of supplying bicycles to every little petty dealer in whatever commodity, instead of placing an agency with some legitimate exclusive bicycle dealer. Better results are always to be obtained through an exclusive cycle house than through dry goods, sewing machine, hardware, and other stores. It creates a better feeling for any make of wheel among the trade and public if it is handled by a legitimate dealer. In New Zealand all classes of tradesmen have taken up the importation of bicycles, which can now be purchased in tobacco and cigar stores, saddle and harness shops, and in all other kinds of places. This has caused ill feeling among the exclusive dealers, who are now organizing a cycle dealers' association for their own protection.

LATE ENTRIES SHOULD BE REFUSED.

A stop should be placed on this holding back of the entries of prominent men. They should be compelled to enter in time or not at all. The meet promoters should be upheld by the racing board and when the prominent men refuse to enter until the last moment they should be compelled to lie idle for that meet at least. The average meet promoter is anxious to secure the entries and will take them at the post. One part of this suggestion has been borne out by the chairman, who has made a ruling that no entries shall be handicapped at the post hereafter.

Men who habitually come late to a meet and then ask for a handicap mark from the handicapper, who is usually present, can not do so now.

The same rule made to apply to scratch races would prevent the big men holding out for an exhibition, which is practically a bonus, and would assure the success of the meets through the ability of the meet promoters to properly advertise them. It is a fact that the annual meet of the League of American Wheelmen at Philadelphia and the national championship races, had to be advertised for a week without the entries of the big men. Excuses were offered in the papers for this failure of the stars to enter. It was an assured fact that they would enter and it was so stated, but their entries could not be advertised owing to the fact that they had not been received. The racing men craved protection from the race meet promoters and now that they are receiving that protection, they should be just and aid instead of retard the good work. Entering early was the rule of Asa Windle when he had charge of Bald in '95 and meets were then able to advertise the star of the meet.

INTERNATIONAL CHAMPIONSHIPS AT GLASGOW.

For the last five years the International Cyclists' Association has endeavored to give an international meet, but in each and every case it has been a failure from an international point of view. The first meet was held in Chicago in '93, but the only countries represented were South Africa, Canada, and, of course, America. The next year the meet was held at Antwerp, Belgium, and while all of the foreign representatives were present, the Americans, the fastest of the lot, were conspicuous by their absence. At Cologne, in '95, Banker represented America, but the treatment he received disgusted every one on this side of the pond. Copenhagen gave the meet last year, and this year Glasgow spread herself in an effort to make the affair interesting. But again America was not represented.

One of the reasons why the League of American Wheelmen shows such a lack of interest in the annual affair is caused by the treatment received by it in '93. The other countries did not send representatives because America was so far. They expected, however, that America would send its best men across the water in the following years, forgetting that the journey was just as long. The international championships will continue to be farces until the different cycling organizations come to a better understanding and indulge in a little reciprocity. The title of "champion of the world" is a hollow mockery unless America is represented in the fight for the crown, for the foreigners can not help conceding that Uncle Sam has the best men, at the short distances, at least. If Bald, Cooper, Kiser, Gardiner, or Sanger were in the race there would be a different story to tell.

In the eleven months ending May 31, 1896, the exports of American bicycles to foreign markets amounted to \$1,382,214, while for the eleven months ending May 31, 1897, the exports amounted to \$6,122,339. Of this amount the United Kingdom took just \$2,082,962 worth. And yet the English papers are telling their readers that the American invasion does not amount to much!

A bright newspaper man asserts that drop handle-bars are the cause of

scorching and that if the manufacturers were prohibited from making this style of bar the authorities would not be bothered with scorchers. And the same man goes on to tell that it is impossible to control a wheel thus fitted when going at a high rate of speed and that with upturned bars the rider is complete master of the wheel. Funny that neither Bald nor Cooper have found this out.

A prominent Chicago paper had a two-column article last Sunday telling how there had been over one hundred bicycle accidents during the month of July. And yet the advertising solicitors of this paper are busy soliciting the bicycle manufacturers for advertising.

New York state is wondering what to do with its unemployed convicts. Why not put them on pacemaking machines and make them do "donkey work" for some of the Empire state crackajacks?

The bicycle tax has been knocked out in New Zealand, the courts deciding that such a law is unconstitutional. Here's another argument for ex-Judge Collins.

There'll be several "hot times in the old town tonight" before the league meet is over.

To think that a Willie boy should be champion of the world!





THAT PNEUMATIC

Which gives the best results to every rider, and which combines in the highest degree the elements of speed, resiliency, quickness of repair, and durability, is the

PALMER TIRE

It is the universal observation that at all large gatherings of wheelmen, the oldest riders, the best riders, the fastest riders, and the riders who are always at the finish of the run, are on Palmer tires.



BALD AND THIEDE
THE HEROES OF
ASBURY PARK



SANGER
ENTERS
THE GARD



EVENTS OF THE WEEK



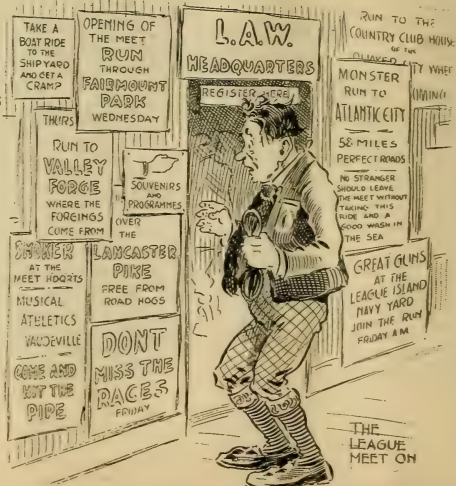
STOCKS FINDS
CHAMPION WITHOUT
THE BOTTLE



GERMANY
HAS THE
WORLD'S
CHAMPION



ANOTHER
STAR
DISCOVERED



THE
LEAGUE
MEET ON

ALBANY

Seamless Steel Tubing

Equal in grade and quality to any bicycle tubing in the world. ❁❁ Made with the most improved machinery—hydraulic power benches and every modern equipment required to produce the best obtainable high carbon tubing.

UNIFORM IN THICKNESS.
PERFECTION IN FINISH.

An abundance of natural gas—nature's free fuel—flows from our own wells and contributes its share to the quality and economical drawing of our finished product.

Capacity, 6,000,000 feet per year.

Write for prices and samples.

ALBANY MFG. CO., - - Albany, Ind.

Mention Bearings

TRADE

DEVELOPMENT OF NEW ZEALAND TRADE

Over 6,000 Bicycles Imported in Six Months—Many Machines in Bond—
American Machines More Than Holding Their Own—
Meritorious Australian Inventions

Wellington, N. Z., July 8.—The development and progress of the cycle trade in New Zealand is clearly shown in the current number of the New Zealand Trade Review. I find that in 1893 the value of bicycles, tricycles, and materials imported into Maoriland was valued at \$43,070; in 1894 the value amounted to \$67,690, increasing to \$101,560 in 1895. In 1896 the figures swelled enormously, the total value of importations being \$498,320. In the last quarter of 1896 the value of bicycle imports was over \$245,000. In the half-year ending March 31 last, 6,828 bicycles were imported, upon which duty to the amount of \$86,120 was paid. The value of imports into this colony for the March quarter of this year is a fraction over that for the preceding three months, but there is a falling off of about \$25,000 in the value of imports of bicycle materials, the falling off in the latter being doubtless caused by the fact that many makers in New Zealand have abandoned the manufacture of wheels in favor of importing them. Following are the figures for the imports at the various ports for the six months from October 1 to March 31 last.

	No.	Value.	Material.	Total.	Duty Paid.
Auckland	850	\$ 47,485	\$ 31,135	\$ 78,530	\$12,730
Wellington	2,703	147,525	36,265	183,990	29,925
Lyttelton	1,051	55,640	84,790	140,420	15,795
Dunedin	1,545	95,935	20,260	116,195	18,745
Other ports	679	41,355	7,885	49,240	8,925
	6,828	\$387,940	\$180,335	\$568,375	\$86,120

Thus in twenty-six weeks New Zealand imported 6,828 bicycles, or an average of 262 per week, besides a weekly value of \$6,935 of bicycle materials. It will be seen that during those six months Wellington was importing machines at the rate of 104 a week. The aggregate value of bicycles and

material plus duty paid is \$654,295, or a weekly average of \$25,165.

Many Wheels in Bond.

So far so good. The above figures reveal a flourishing state of things—apparently. But in conjunction with them we have to consider a few other facts. At the present time it is estimated there are no fewer than 6,000 machines in bond in New Zealand. Of this number I have it on very good authority that Wellington is responsible for a sixth, or 1,000 wheels. This points to the fact that importers have been overdoing it. But this is not at all to be wondered at, for legitimate dealers in wheels must have had their calculations largely upset by the competition of tradesmen not hitherto in the business of importing wheels. All classes of tradesmen have turned their attention to the importation of bicycles, which can now be purchased at saddlers, ironmongers, drapers, soft goods merchants, fancy goods importers, tobacconists, sewing machine agents, etc.

This state of things shows the absurdity of forwarding wheels to every Tom, Dick, and Harry who sends along a small order

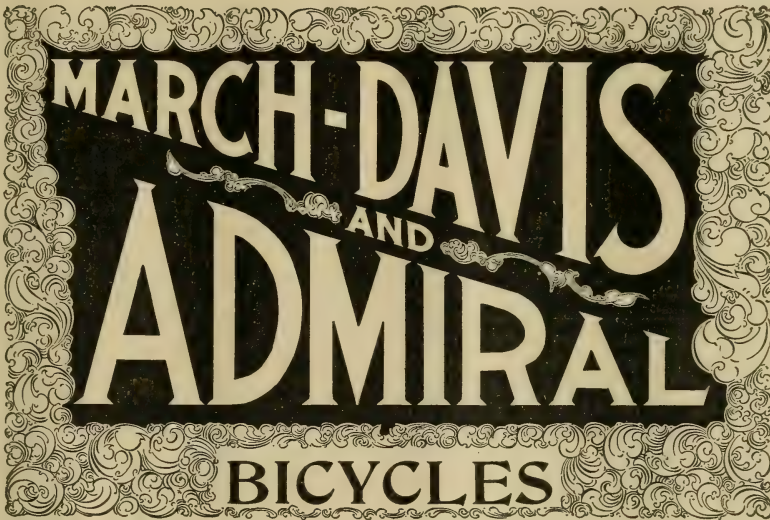
and an application for an agency, without having any regard as to the line of business in which he is engaged. The machines in bond are about equally English and American. But with the advent of the spring season, which will be with us in a few weeks' time, doubtless the bulk of these ma-

IN YOUR PURSUIT RACE

with the

ALMIGHTY DOLLAR

mount your team on



THE MONEY WINNERS

March-Davis, \$100.

Admirals, \$40 to \$75.

MARCH-DAVIS CYCLE MFG. CO., Chicago.

47 Warren St., New York.

Chicago—CARSON, PIRIE, SCOTT & CO.

New York City, Brooklyn, and Long Island—H. H. KIFFE Co., New York.
 New England Depot—H. B. SHATTUCK & SON, Boston.
 Minnesota—F. M. SMITH & BRO., St. Paul.
 Southern California—HAWLEY, KING & Co., Los Angeles.
 Nebraska and Western Iowa—RECTOR & WILHELMY Co., Omaha.
 Arizona and New Mexico—PINNEY & ROBINSON, Phoenix, Arizona.
 Washington—TACOMA HARDWARE Co. Tacoma, Wash.

Eastern Iowa—CLINTON CARRIAGE Co., Clinton, Iowa.
 Colorado—KEARNEY CYCLE MFG. Co., Denver, Colo.
 Ohio, Kentucky, West Virginia, and Indiana except six counties—TRACY-WELLS Co., Columbus, O.
 Central Indiana—Boone, Tipton, Tippecanoe, Howard, and Montgomery counties—DINWIDDIE & GADDIS, Frankfort, Ind.
 Ontario, Can.—P. JAMIESON, Toronto.
 New Zealand—F. B. MERRILL, Auckland.
 Quebec, Can.—R. J. LATIMER, Montreal.
 Mexico—Trachsel & Co.

chines will find ready buyers at fair prices, without the necessity of resorting to the auction sale to clear them off.

Local Dealers Organizing.

In the meantime, the established cycle agents in Wellington, at any rate, are combining to form themselves into an association for the protection of their businesses. The local dealers have been indulging to a considerable extent lately in the silly practice of mud-slinging, instead of backing each other up, and the formation of the Wellington Cycle Dealers' Association in this city will doubtless have the effect of preventing a recurrence of the like in the future. E. T. Sayers, secretary of the New Zealand Cyclists' Touring Club, is at present acting as secretary of the association. There is much to be done in the way of organizing the trade in this colony, and it is only by the formation of such associations as the one referred to that this can be accomplished.

The present winter season has shown that there is at least one very desirable adjunct to the bicycle that is invariably found to be wanting in the American mount, and that is the mud guard. We have some very good substitutes in the way of detachable rubber mud guards, but in wet and windy weather these are not of much service, the wind often blowing them into shreds. What is wanted is light and easily detached wood or metal mud guards, the former for preference, as the hum and rattle of the metal guard is its most objectionable feature. Our seasons in New Zealand are not such as compel us to overhaul our mount and place it aside during any one of them, the worst we have to fear being two or three days' or a week's rain, after which the wind and sun quickly dry our roads. Therefore we get into the habit of using our wheels every day in the week, on wet or dry, muddy or dusty roads. The Massey-Harris wheel is the only one of American origin which comes to us at all satisfactory in the matter of mud guards.

The Anglo New Zealand Cycle Co., otherwise known as the Direct Importing Co., has taken over the business of the Banfield Cycle Co. in Christchurch. The D. I. C. has branches in all the chief New Zealand centers, which are similar to the familiar American department store, and with the cycle craze it added a cycle department, importing both English and American wheels, the former being the Osmond and the Townsend, the latter the White Flyer, Triumph, and numerous other brands.

Does Away With Trouser Guards.

E. R. Standfield and F. J. Fuchs, of Christ-

church, New Zealand, have patented an invention which they claim entirely obviates the use of the trouser clip. Two shields are permanently attached, one over the sprocket wheel and the other on the pedal. The weight of the shields is a mere trifle, and can be attached to any machine, while it adds somewhat to the appearance of the wheel. It is questionable, however, whether anything will supersede the trouser clip, as a rider looks anything but neat with his trousers not clipped.

Another contrivance, this time with the view of doing away with the toe-clip, has been patented in New Zealand. This device, which is being brought out by S. Macdonald and L. Harrison, of Dunedin, consists of a solid steel plate a couple of inches in diameter, which is embodied in the sole of the racing shoe, just under the ball of the foot. From this plate projects another piece of thick plate, which is made to slide onto a similar arrangement fastened to the center of the pedal. The rider when mounting his machine slips his shoe sideways so that the two grooves fit, and the shoe is so firmly locked that for pulling upward or pressing downward it is practically immovable, while if necessary the foot can be easily detached by slipping sideways.

Zimmy's Vanquisher.

E. Leitch, manager of the Australian Cycle & Motor Co. is at present in New Zealand opening agencies for his firm. H. Inglis has been appointed local agent, and samples of the Pennington motors are to arrive shortly. Zimmy will probably remember Mr. Leitch as the gentleman who twice defeated him when the American first visited England.

E. Brooke-Smith, one of the provisional directors of a newly-formed syndicate called the Cycle Link-Action Co., Ltd., is at present on a visit to this city from Christchurch making final arrangements preparatory to his going to England and America to put the patent which his company owns on the market. The nature of the invention, which has been given many practical tests in this country, is the substitution of vertical pedal levers for the present rotary pedals. The pedal levers, which are connected with the chain-wheel by means of the patented links, are so constructed that it is claimed the difficulty of the dead center is altogether surmounted. The action of the levers is absolutely continuous, instead of being more or less intermittent, as with the present rotary pedals. The invention should be especially suited for ladies' wheels, as the vertical pedaling, in addition to allowing of a more economical application of power, enables ladies to ride in skirts

with greater facility, while for hill-climbing or riding against the wind it is said to be a great improvement on the present method.

An Effective Brake.

A new brake has just been brought out and patented by J. Tuck, of Sydney, New South Wales. This brake does not act on the tire, but on a small wheel attached to the bottom bracket on the opposite side to the sprocket wheel. The action of putting on the brake is similar to the ordinary plunge pattern. Around the small wheel, which is attached to the crank-axle, a steel band is passed, which is connected to the brake handle by a small steel rod. The brake is said to be exceedingly effective, and with it a machine can be brought to a standstill almost immediately down any hill or when going at the greatest speed. The invention has been patented throughout Australasia and in America and England.

G. H. Bycroft & Co., of Auckland, have opened a branch establishment at Palmerston North, the largest inland town in the North Island of New Zealand, and situated about eighty miles to the northwest of this city. At this branch they will carry a large stock of wheels and sundries, chiefly American, consisting mainly of the Cleveland, Tribune, and Viking wheels, and Morgan & Wright tires.

Still they come. The latest American machines to be introduced in this city are the Fleetwing and the Envoy. The agency for these has been taken up by E. Evans, a local saddler of long standing, and these he is running in conjunction with a couple of

English makes and his regular saddlery business. Oh, the irony of fate! That a man who has all his life catered for the trade connected with the horse of flesh should now have to do likewise with the steed of steel. However, there are others in New Zealand who are doing exactly the same thing.

The executive of the New Zealand cycle show has decided that in the event of any surplus profits resulting from the show in November next at Christchurch, they shall not be divided among the guarantors, but will be held over until after conference with the committees in other parts of the colony with a view to keeping the money for the purpose of forming the nucleus of a fund for defraying the cost of shows at various periods in other New Zealand centers.

A writer in the New Zealand Wheelman, dealing with the subject of American vs. English bicycles, says: "So far honors appear to be about even in the struggle for supremacy between English and American cycles. While the leading American wheels are undoubtedly of first-class grade, the Yankee second-class machine is a delusion and a snare." I am not going to quarrel with this gentleman over the matter, as there is a lot of truth in what he says. I merely wish to remark that very few American machines have come to New Zealand that are not of the first grade, and that while there are delusions and snares in the shape of cheap Yankee wheels, there are equally rubbishy articles sold in New Zealand as cheap English machines.

W. CASTLE.

OF INTEREST TO THE TRADE

National Board of Trade of Cycle Manufacturers, 271 Broadway, New York.

First Vice-President, GEORGE H. DAY.	President, A. L. GARFORD.	Second Vice-President, C. W. DICKERSON.
Treasurer, W. A. REDDING.		Secretary, ERNEST R. FRANKS.

Rubber Tire Association.

First Vice-President, L. K. McClymonds.	President, THEODORE A. DODGE.	Second Vice-President, GEORGE T. PERKINS.
	Treasurer, GEORGE F. HODGMAN.	
Secretary, KIRK BROWN, 504-506 West Fourteenth St., New York.		

National Bicycle Wood Rim Manufacturers' Association.

Treasurer, N. D. DOUGHMAN.	President, E. S. MEAD.	Secretary, W. W. STALL, Bedford, Mass.
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RECENT PATENTS

Grout's Saddle for Women.

Fig. 1.—586,997.—Saddle; J. C. Grout, Brooklyn, N. Y.; application filed August 18, 1896; serial No. 603,134.

Owing to the peculiar form of this saddle, it is supposed to be especially adapted to women. It is unusually broad transversely and consists of light wooden or metallic bars 2 curved as shown, being open at the front at that part that would be pressed upon by the leg of the rider in pedaling. These two frames are connected by a central depressed neck 8, leaving openings 5 and 6 at the front and the rear to obviate all pressure on delicate parts. The frames are covered with leather and are supported on a transverse spring 10 (Fig. 1^a).

Loisel's Multi-Tube Tire.

Fig. 2.—587,009.—Pneumatic tire; L. J. M. Loisel, Terginer, France; application filed February 27, 1893; serial No. 463,791.

This invention consists of a pneumatic tire which the inventor considers non-puncturable. Instead of employing a single inner tube, a series of tubes may be used, either in concentric arrangement or side by side (Fig 2^a). The essential feature of the invention consists in making the diameter of these inner tubes such that when placed in the casing or cover, they will "pucker" being made larger. That is the periphery of the inner tube is greater than that of its casing. If so constructed, the inner tube will lie somewhat loosely against the inner surface of the outer tube or casing and will give to the pressure of a penetrating article instead of permitting its passage.

An Automatic Cycle Support.

Fig. 3.—587,039.—Support; E. L. Hussong and G. B. Robson, Terre Haute, Ind.; application filed August 5, 1896; serial No. 601,791.

A convenient supporting device for a bicycle is shown in this illustration. A tube A is secured to the frame at a convenient point, the same having an interior lug K. The rod G carries the piston H, and a head O slides freely on the rod and is pressed up by a spring P. Between the lug K and the piston H, a spring I surrounds the rod G and presses the same downwardly. Rods S² are connected pivotally to the lower end of

the rod G, and braces extend therefrom to the head O. By pressing the button M, the head of the rod G is pushed away from the lug K and the spring I forces the rod G down. When the parts are free from the tube A they spread out and form feet to support the bicycle. It is noted that the spring I seems to be in an unfortunate place to accomplish its function, as, in order to exert force for any distance, the head of the rod G would have to enter the coil.

Beckman's Auxiliary Driver.

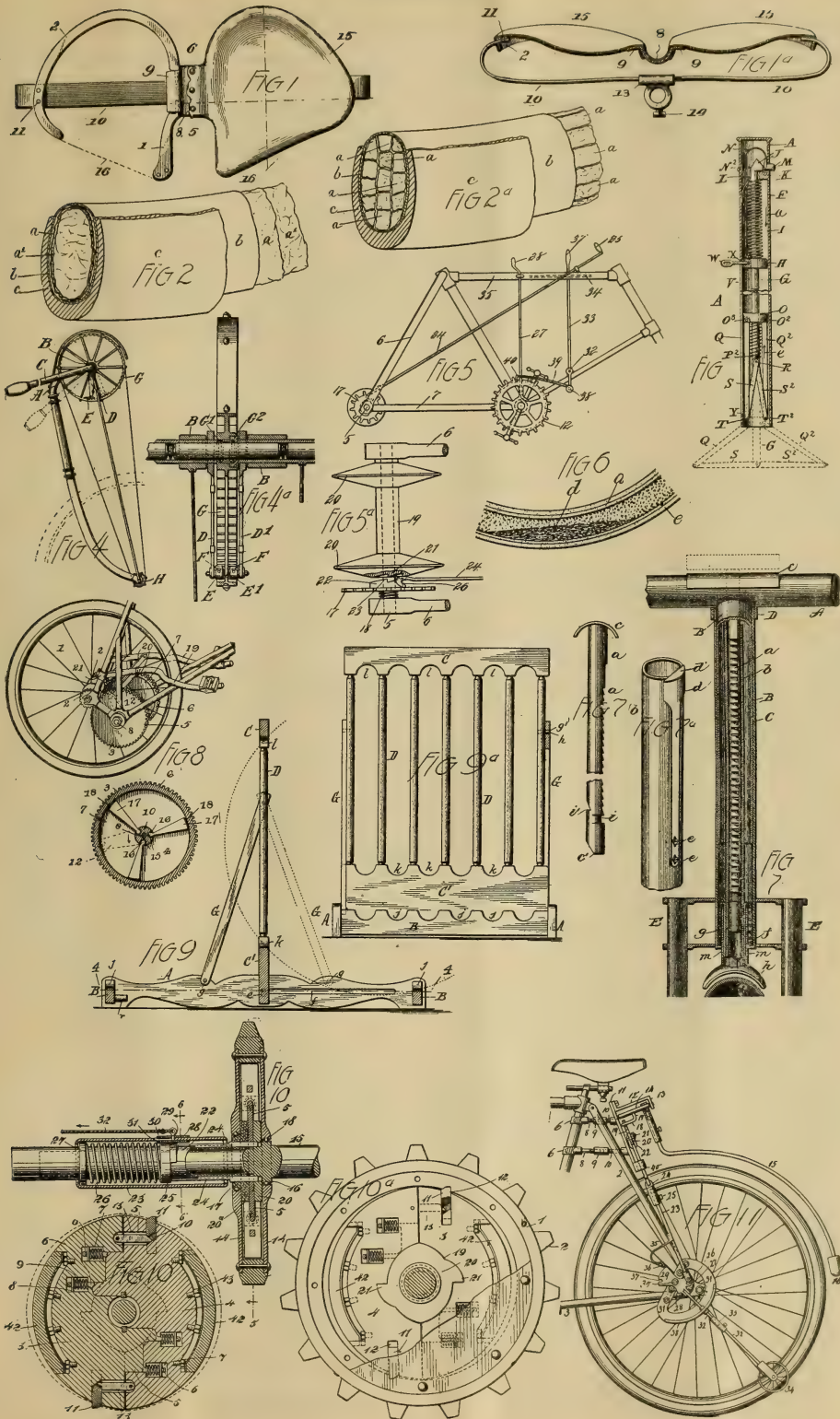
Fig. 4.—587,051.—Velocipede; C. E. Beckman, Brisbane, Queensland; application filed June 18, 1896; serial No. 596,023.

This device is employed as an auxiliary driving mechanism. On the handle-bar stem is mounted an arm A, carrying an axle on which a sprocket wheel is mounted to revolve. The inner surface of the rim of this wheel has ratchet teeth G. Journaled alongside this wheel are arms D and D' (Fig. 4^a), carrying pawls E and E', which engage the ratchet teeth. Extending through the hollow axle and secured to the arms D and D', are the handles or operating levers C, by the alternate reciprocation of which the sprocket wheel may be driven, and, through the connection with the front wheel, the arms of the rider may assist in the propulsion of the bicycle.

Stoll's Coasting Mechanism.

Fig. 5.—587,069.—Bicycle; W. F. Stoll, Pocahontas, Va.; application filed December 4, 1896; serial No. 614,437.

On the rear axle and on the crank-shaft are loosely journaled sprocket wheels 17 and 12, respectively, each being pressed toward the hub of the driving wheel and a toothed hub on the crank-shaft by a spring. The crank shaft is provided with the usual cranks and pedals, and the two sprocket wheels are connected by the customary chain, not shown. Rock-shafts 24 and 27 are employed, and by their operation the sprocket wheels may be disengaged from the toothed hub of the rear wheel or from the crank-shaft. The utility of employing two rock-shafts is hardly apparent, as the same results would be accomplished if the one for the rear wheel were the sole one. This will permit coasting without motion of



the feet. An auxiliary ratchet propelling device, consisting of a lever 33 and pawl 39, with a toothed disc secured to the sprocket-rim 12, is sometimes employed to enable the rider to use the arms in driving.

Crockford's Bran and Water Tire.

Fig. 6.—587,075.—Tire; A. H. Crockford, Dartford, England; filed March 13, 1896; serial No. 583,271.

In this tire a mixture of bran and water is employed. This material is introduced into the air tube and is supposed to fill the interstices in the rubber and prevent the slow escape of air which takes place according to the inventor, even in tires considered perfect. Also, should a puncture of not unusual dimensions occur, it will automatically close by employing this mixture.

Miller's Concealed Brake.

Fig. 7.—587,104.—Brake; T. S. Miller, Burlington, Iowa; filed January 9, 1897; serial No. 618,595.

In this brake device an actuating rod *a* extends through the steering stem. This rod has a series of teeth *a'* on its side. A sleeve *b* surrounds this rod for some distance, and at its upper end has a shoulder *d'*, its lower end having a brake shoe *h* (Fig. 7^b). The bar *a* has a beveled part *c'*. To apply the brake it is raised from its position on the handle-bar (where the head *c* lies close and is seemingly a part of the bar), and the teeth will engage the spring shoulder or click *d'*, and pressure on the head *c* will apply the brake. To lower the rod *a*, it must first be turned to disengage the teeth from the click *d'*, when it may readily be depressed.

A New Driving Mechanism.

Fig. 8.—587,116.—Bicycle; M. Coté and A. Vuillier, Millis, Mass.; application filed April 13, 1894; serial No. 507,345.

The construction and operation of this driving mechanism are clearly shown, and need but a brief description. The hub of the bicycle wheel has a pinion 2 which gears with a wheel 5 journaled on the frame. Pivoted at a convenient position on the frame are levers 19, having links 20 connecting with cranks secured to clutches on the axle on which the gear 3 is journaled. This clutch is of such a nature that it will engage the wheel 3 and turn the same when rotated in one direction, but will be free therefrom when turned in the opposite direction. Thus the machine may be easily driven by operating the levers 19, and coasting is permitted by the clutch connection above referred to.

Hein's Folding Rack.

Fig. 9.—587,147.—Rack; F. X. Hein,

Buffalo, N. Y.; filed July 20, 1896; serial No. 599,796.

This invention is a folding stand for bicycles. Two rectangular frames *A* and *D* are employed, the former being the base and the latter the upright for the reception of the wheels. This latter has a pivot and this pivot may move in the slot *f* in the frame *A*, when it is desired to fold the same. It is readily seen that this slot permits the parts to be placed in practically parallel planes. The braces *G* and *G* fold down beside the frames *A* and *D*, as will be understood.

Coombs Sprocket Wheel Brake.

Fig. 10.—587,185.—Brake; F. J. Coombs, Columbia Falls, Mont.; filed February 3, 1897; serial No. 621,849.

The sprocket wheel is loose on the crank-shaft and may be fixed thereto by the pins 24, which may be drawn out by hand-operated devices to release the sprocket wheel. Within this hollow sprocket wheel are two shoes 3 and 4, loose on the shaft but surrounding the same and of such a size that their periphery is close to that of the inner portion of the sprocket rim. These shoes are held together yieldingly by springs 7 and tongues 6, so that their periphery assumes an elliptical shape. Between the shoes cams 20 are interposed (Fig. 10^a) and the pins 24, by engaging these cams, will lock the sprocket wheel to the crank-shaft. In propelling the bicycle forward the pins 24 are in engagement with the cams and the dogs 11 engage notches in the inner rim of the sprocket wheel. To apply the brake, the pins 24 are withdrawn from the cams; backward motion of the pedals will now rotate the cams and they in turn will cause the shoes 3 and 4 to move outwardly into engagement with the sprocket wheel and retard its rotation and consequently decrease the speed of the machine.

Rudomin's Automatic Support.

Fig. 11.—587,236.—Support; D. Rudomin, New York, N. Y.; filed November 14, 1896; serial No. 612,124.

The support is to be used by those just learning to ride the bicycle. Supporting legs 32 are pivoted to a plate 29, in turn pivoted to the frame of the machine. These legs are so pivoted that they may move outwardly guided by the cams 38. A weight 16 is held at the end of an arm 15, pivoted at 14. When the bicycle tilts to one side or the other, the arm 15 swings to that side and through connecting levers throws the supporting leg on that side into position to prevent the machine inclining too far. The legs are provided with wheels 34, as shown.

J. W. ANDERSON.

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1897 HARTFORDS	50
HARTFORD Pattern 2, Women's.....	45
HARTFORD Pattern 1, Men's	40
HARTFORD Patterns 5 and 6	30

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TRADE LETTERS

GOOD WHEELS AT LOW PRICES.

Colonel Terry Thinks the Medium-Grade Machines Will Have the Call Next Year—
What Toledoans Are Doing.

Toledo, Ohio, Aug. 2.—Col. T. B. Terry, of the Truman Cycle Co., has seen much of the bicycle industry from a practical standpoint and is therefore posted on all matters affecting the trade. Now that bicycle building has reached a legitimate basis and in consequence is to be classed with all other branches of manufacture, Colonel Terry thinks the manufacturers should get together and make wheels at the lowest possible price—not cheap wheels, but moderately low-priced wheels which contain good material and are stamped with good workmanship. The cheap-wheel man will not be in it, according to Colonel Terry's way of thinking, but the dealer who puts out a good pattern at from \$40 to \$60 will be the one to get the bulk of the business. In the last ten days he says his firm has received more inquiries for next year's product than in any other like period in the company's history, all of which denotes the eagerness of the riding public to know what prices will prevail during '98, in comparison with those of '97. Many, it is thought, are simply holding back their orders for wheels because the '97 season is about over, and because of the saving one may make by waiting until another year.

Phenomenal Run on Perry Saddles.

Secretary C. W. West, of the Harris Toy Co., agrees with the other manufacturers that the '97 trade is practically over, though the Harris people are sending out about 100 of the Perry pneumatic saddles a day. Certain sections of the trade are of course handled by the Chicago office, which has orders for something like 25 to 100 saddles per day. The Perry has had a phenomenal run, and with contemplated changes and improvements should have an equally prosperous business next year.

Matters are quiet out at the plant of the Toledo Drop Forge Co. just now, though it is probable that next season's business will be quite extensive. General Manager J. M. Ashley, Jr., announces that the company will work next year only on contract, which means practically that the order book must be pretty well filled before the machinery

will be set in motion. This plant promises to be one of the busy institutions next year, however.

It is announced, on what appears to be the very best authority, that the Truman Cycle Co.'s plant and machinery will be moved to a downtown location shortly and will occupy one of the best adapted buildings in the city for the bicycle industry. This announcement is not official, but it may be relied upon to be absolutely correct. The only reason for the change is that the plant will be more centrally located and have better facilities than in the old location.

Cork Saddles and Tires.

Perhaps the newest devices are those of John G. Sorup and A. W. Sutermeister, who have headquarters at 22 Washington street, and who have just completed a bicycle tire and saddle made wholly of cork. It is not a hose-pipe tire packed with cork but a tire with a cork tread exposed, and which the inventors fully guarantee over any road in the country. The danger of puncture is obviated, while it is claimed to be much stronger and lighter than the rubber tire. The saddle is said to weigh but three ounces, but it is claimed to be easy and serviceable, and to meet all the requirements that are claimed for it.

Will Devote Attention to Lamps.

Next year the E. P. Breckenridge Co. will devote considerable more attention to the manufacture of lamps than it has during the '97 season, and will reach out into new territory with lamps of all prices and descriptions. It is expected that the Imperial will be made the leader and the Light Weight be, perhaps, the low grade pattern. Four or five styles will be made in all, so that the most fastidious or the more humble may be satisfied. Harry Breckenridge, who is in charge of this feature, says there is a healthy outlook for new business, and that his company will do its full share. Thomas T. Lacy, who has just returned from an extended trip through New York state, Philadelphia, Baltimore, Washington, and other points, will have general territory. Harry Breckenridge will also go out on the road occasionally to fortify the company's interests. At present the Breckenridges are working on the '98 catalogues and models, which will be told of later. In the meantime, orders for '97 prod-

uct do not decrease very materially, although much smaller as compared with the early part of the season.

Where Business Is Still Brisk.

Business goes on apace out at the plant of the Toledo Metal Wheel Co., and the orders are not diminishing to any great extent because of the lateness of the season. Notwithstanding the fact that the '97 trade is now about over, the Metal Wheel people are sending out large shipments every day. An order came in last week for the immediate shipment of sixty juveniles to Sydney, New South Wales, and another order of note was that of thirty wheels sent to Callao, Peru. This is one of the few plants in Toledo which apparently does not suffer from the effects of the dull season.

Making Falcons at Night.

Practically the same condition of affairs prevailed out at the Yost factory last week as the week before, as regards the working force. One hundred and twenty-five men were employed all of last week on back orders, working every night until ten o'clock. Among the orders was one from South America, asking for the immediate shipment of fifteen Falcons. Another consignment went to Guayaquil, Ecuador. The company is still behind on orders something like 1,000 wheels, because of the demand made upon them by large dealers in Philadelphia and New York. These wheels are of course sold at a bargain to clean out the old stock, although Mr. Yost is certainly deriving some measure of profit out of their manufacture. The local trade has wondered greatly where these wheels have been going, but it is not a hard matter to find out when one tries. Business matters kept Mr. Yost away from the plant nearly all of last week, so there was no opportunity to get an extended statement of matters from him. J. B. Dewey is still at the plant looking up the old accounts and collections in the interests of the Yost Mfg. Co., though it is not known just now what connection he will have with the new organization with Mr. Yost at the head.

Ed Warwick Sails for England.

Ed Warwick, who has been in charge of the Dorr street plant of Tubes, America, Limited, set sail for England last Saturday presumably to close up the recent deal with the English syndicate, and it will not be known just what effect the new transfer will have on Mr. Warwick's management until his return. It is certain that he will have an interest in the Toledo plant, and will perhaps be one of the directors, though in what capacity is yet to be determined. In the meantime, the plant is running

along under the direction of Secretary Gage until all details of the transfer are finished.

Rumors of Snell and His Plant.

Those who are on the inside profess to know that after this year Samuel Snell will not be engaged in the manufacture of bicycles in America, but instead will remove his family to England and there spend the remainder of his days, perhaps devoting his attention to the manufacture of motor carriages. At the annual meeting of the Snell Cycle Fittings Co., which is to be held at the close of the fiscal year, in September, it is probable that some important changes will be made in the directory and management of the institution. Under the old regime, E. P. Breckenridge was president, Samuel Snell vice-president and general manager, and J. R. B. Ransom secretary and treasurer. Under the new directorate, it is thought Mr. Breckenridge will be president, Mr. Ransom vice-president and general manager, Leander Fisher formerly with the Yost company, secretary and treasurer. The season is now over as far as the manufacture of wheels is concerned, but it is stated on good authority that next year will see the Snell company in the midst of the largest bicycle trade it has ever enjoyed, to say nothing of the manufacture of Snell fittings and parts. Mr. Ransom is now in Chautauqua and Mr. Fisher is simply acting secretary and treasurer. The shipping force of the plant is retained, though the machinery will probably be stopped until the demand for the '98 product is started.

No Slump in July Trade.

In a talk last week with Manager George B. Colton, of the Colton Cycle Co., that gentleman stated that there was no apparent slump in the sale of '97 models during July as compared with June, and that more wheels were sold in fact during the month just closed than in the preceding one. Of course the plant is shut down during this period of the year, but 150 wheels are now on hand to supply the trade for the balance of the '97 season. The company expects to start about the first of September on the '98 product. It is also thought in this connection that the '97 product will all be gone by the middle of August and it will be necessary to make more wheels to supply the late demand. Many inquiries are coming in to the Coltons for '98 wheels and last week's mail brought an inquiry from a New York man for 3,000 of next year's models. This contract will undoubtedly be closed before many days have elapsed. One feature of Colton construction next year is to be the arched front fork and rear stay, after the fashion of the sample models turned out a

few weeks ago, and which have already been described.

General Manager E. E. Kirk, of the Kirk-Young Mfg. Co., was in Philadelphia last week, presumably to close several deals for the output of Yale wheels for next season.

J. E. Bancroft & Co. Organized.

Another new industry has been launched here in Toledo, to be known as that of J. E. Bancroft & Co., who have announced their intention to make the High Pressure vulcanizer, and rubber cements and supplies. Back of this announcement is a little story, the details of which are as yet unfamiliar to the trade. When Arlington U. Betts had charge of the Red Cross rubber goods and sundries here in Toledo, he had Mr. Bancroft with him in his employ as general foreman and mixer. After the transfer was made to F. W. France & Co., of Rochester, Mr. Bancroft was taken along to act in practically the same capacity at Rochester as he had been acting in Toledo. There was some disagreement soon after his arrival there, though it is not known just what brought it about. It is said Mr. Bancroft wanted charge of the stock room against the wishes of Mr. France and Manager Eager, and was flatly refused. Be that as it may, Mr. Bancroft returned to Toledo soon after and the result is the formation of the company as announced above.

Mr. Bancroft is familiar with all of the details of the goods as manufactured by Mr. Betts, and, it is understood, means to manufacture similar goods here at the old plant of Mr. Betts on South Erie street. Manager Eager has been in Toledo since Friday, and it is said his express purpose in coming here was to find if the goods are similar to the original Red Cross goods, as purchased in their entirety by France & Co. If so, it is extremely probable that some steps will be taken to prevent Mr. Bancroft from carrying out his plans. Mr. Bancroft was not ready to give out the full details of the company's formation when asked this week, but inasmuch as circulars have been sent out to local dealers, and the further fact that a representative named D. Reeves has already visited the trade in the same capacity, it is inferred that the Bancroft company means to go into the manufacture of the goods on somewhat extensive lines. It is announced by Bancroft & Co. that the vulcanizer is now ready for shipping, and that it can be sent to any part of the United States at a very small cost. The Bancroft people also announce that this machine has been placed on the market to meet the great demand there is at present for a very effective vulcanizer that can be operated by

a novice and to do away with the present great danger of burning tires during vulcanization. Since a controversy has arisen between France & Co. and Mr. Bancroft, the actions of the new company will be watched with considerable interest.

ARCHIE CLARK.

ENGLISH TRADE NOTES.

Philpot Is Removed as the Managing Director of the Swift Company—Some Stormy Meetings.

London, July 24.—Although the slump has been of course one of the principal trade topics this week, yet there have been others which have partially, if not entirely, eclipsed the dullness of the market, which, according to the general belief, is but temporary. Indeed, in this latter connection I have heard it repeated again and again that had the manufacturers been in the same position with regard to output last year as they have been this, the trade would have slackened down just as soon as it has done lately. In July the demand for cycles always begins to fall in this country.

Perhaps one of the most important trade events of the week was the meeting of the shareholders of the Swift Cycle Co., Ltd. which was held at the Canon street hotel on Monday last. Lord Churchill presided and there was a large attendance. At first the directors wished to bar the press, but as there were several prominent pressmen who were present by right of holding shares in the company, it was perfectly obvious that reports would be published. The principal business was the carrying of a proposal to the effect that Richard Lee Philpot be removed from the position of managing director.

Another Stormy Meeting.

Another very stormy meeting was that held at Birmingham on Thursday last, when the shareholders of the Beeston Pneumatic Tire Co., Ltd., met to consider the amalgamation scheme. H. J. Lawson presided. He acknowledged that on the refloating there would be a little margin of \$1,000,000 for the promoters, and he didn't think that exorbitant. A shareholder asked how much Mr. Lawson was getting out of the deal, but Mr. Lawson declined to state. The question was pressed amid cries of "Hear, hear," but the chairman wouldn't say. Finally, it was found that Mr. Lawson was a member of a syndicate of \$50,000, of which he held one-fifth interest, so the shareholders remarked that at last they had got at the fact that their chairman was to net one-fifth of the profit. Another shareholder

wanted to know why he didn't take it all, and the chairman replied that the reason was simply because he couldn't. Mr. Tunbridge said that there were but few there who would not accept the principle of amalgamation, but he did not think that the directors had acted properly. The celebrated 100 per cent dividend declared last year was one made on special profits, and not ordinary profits. This was misleading as to the real position of the company. He did not think that they were now getting enough out of the amalgamation compared with the other companies concerned. He pointed to the chairman, and asked the shareholders to form in a body and fight Mr. Lawson. This suggestion was received with great applause. Mr. Tunbridge pointed out that Mr. Lawson was not entitled to any of the profits of the amalgamation, as he was simply a trustee for the shareholders, and had no business to promote a company for the purpose of taking secret profits. Mr. Lawson's solicitor then made a plausible statement, and said that Mr. Lawson would receive a very small amount, but there was no mention of the exact sum. Finally, the resolution supporting the amalgamation was carried. The meeting lasted nearly three hours.

Amalgamation Accepted.

On the same day meetings of the Woodley Pneumatic Tire Co., Ltd., and the Turner Pneumatic Tire Co., Ltd., were held, and at each of these the proposed amalgamation was accepted. Therefore the great scheme is to come off, but I hardly think that the public will be very ready to bite even after the satisfactory report of the Dunlop company. With the slump still on, people are off cycle shares. Moreover, reports of the stormy meetings do not tend to insure public confidence.

The prospectus of the Grose Gear Case Co., Ltd., has just come out. The capital is fixed at \$125,000, of which the vendor takes \$60,000 in part payment of the purchase money. The Grose case is one of the most popular in this country, but having regard to the fact that there is no monopoly in leather cases, I should say that it is extremely doubtful if the capital will be subscribed. C. W. BROWN.

WITH COLUMBUS DEALERS.

The Columbia Cut Does Not Hurt the Other Wheels—Dry Goods Houses Quit the Business.

Columbus, Ohio, Aug. 2.—The recent flurry in bicycle circles, caused by the reduction of prices of the Columbia and

Hartford, has had no material effect on the trade in Columbus and central Ohio. The prices of other wheels have remained firm and dealers say they have experienced no decrease in trade from this direction. The members of the Columbia Cycle Co., who handle the Pope goods here, say that their business has increased some and that they have sold some wheels that they would not have sold otherwise, but the reduction came too late in the season to make any great difference with them. They did not care to predict what effect it would have on their next season's business, as they said it would be impossible to foretell the changes that might take place between now and that time.

The Ohio Cycle Co.

H. A. McGinniss, manager of the Ohio Cycle Co., says that he has perhaps sold fewer wheels since the cut, but that he thinks he has lost no sales, as customers are simply waiting to see if other companies will make a like reduction. He says when they come to understand that this will not be the case, there will be more wheels sold than during the past month and that he looks for a fair trade during the next few weeks. He handles the Rambler as a leader and is holding it up at the old price. Mr. McGinniss is well satisfied with the season's business and considers it remarkable that it should have held up well so long.

Oscar S. Lear, who handles the Stearns and a number of other good machines, says his trade has been at least thirty-five per cent better during the past month than during the same month last year. He is highly elated over the business he has done, and expects next season to eclipse any year in the history of the bicycle trade.

David Wycliff, who is connected with Mr. Lear, will start this week on a vacation and prospecting tour of the cycle centers of the country. He is looking for '98 ideas and though somewhat early to start out for that purpose he expects to do some good for himself and his firm. He goes first to Toledo and Cleveland and then to the east.

Quit the Business.

The old adage has again come true. Clothing, dry goods, and shoe houses can not handle bicycles with any degree of success. F. & R. Lazarus, the big clothiers, took the city agency for the Columbus Bicycle Co. last spring, but they are now out of it, and, it is said, are glad to get out. They did a good business and the wheels gave satisfaction, but they were not prepared for the business and the attention it required was beyond their early conception

They are successful business men and would have made a success of this venture had they been able to turn their attention to it to the exclusion of some of their other business. This they could not do, and it only demonstrates the false idea that some have of the bicycle business.

Urlin & Pfeifer now have the exclusive agency of the Royal Flush. Mr. Pfeifer is directly interested in the company, and, of course, will give the business the attention it requires. Being near the factory, he is able to conduct the affairs of the company here without keeping a repair shop in operation, and thus gets rid of one of the objectionable parts of the work. O. M. C.

TRYING TO RECOVER.

The Monarch Company Sues to Recover Goods Sold to Shaw & Davies—Alpine Safe & Cycle Co. Doing Well.

Cincinnati, Ohio, Aug. 2.—The Monarch Cycle Mfg. Co., of Chicago, through its attorneys, brought suit in the superior court last week against Charles A. Shaw and Benjamin F. Davies, partners as Shaw & Davies, and against M. G. Durrell, assignee for the benefit of creditors of said firm. The action is one of replevin and \$1,000 damages. Shaw & Davies were the local agents for the Monarch, and made an assignment a fortnight ago. The controversy arises over several Monarch wheels which were in stock but had not been paid for. M. G. Durrell, the assignee, will ask for an order from the insolvency court permitting him to sell goods at private sale for the appraised value. Although nothing definite can as yet be ascertained, the creditors will obtain about fifty cents on the dollar.

Emmet P. Gray, former manager of the Waltham Mfg. Co.'s branch in this city, who recently purchased the branch, has just moved into new quarters on Race street. Mr. Gray instituted a special removal sale last week, which proved to be very successful. He will continue to handle the Orient as his leading wheel and will take several other agencies.

Success of the Alpine Company.

The Alpine Safe & Cycle Co., of this city, which is just completing its first season's work, will enter upon a larger scale next season. Its guarantee to keep its bicycles in repair for one year, no matter in what condition or in what manner they were injured, has been the means of obtaining many customers. The concern has been very fortunate in purchasing stock and when it has filled all orders it will have very little dead stock on hand. The Alpine com-

pany will manufacture tandems for '98 and pay considerable attention to advertising.

Edward W. Fry, assignee for the benefit of the creditors of the F. B. Hewitt Cycle Co., which made an assignment last year, has just filed his final account and other necessary legal papers. Most of the creditors of the Hewitt company compromised their claims. The other creditors received fifty cents on the dollar.

A. F. Medine Disappears.

A. F. Medine, one of the prominent cycle dealers of the city, has hit upon a decidedly new and immediate method of winding up his business affairs. When his chief clerk reported for work last Thursday morning, he found the store vacant and locked, and Mr. Medine nowhere to be found. Neither that gentleman nor any of his stock has since been found. A. F. Medine & Co. were agents for the Sterling, Ben Hur, and several cheaper grades. They were at the time of his disappearance located on Plum street, but previously had occupied handsomely furnished quarters on Fourth street. As soon as Medine's disappearance became generally known, creditors sprang up on all sides. The home office of the Sterling, at Chicago, was notified, and stated that their loss will probably be \$500. There is a rumor, however, that the Sterling company will lose more than \$1,000, and that Medine has left close upon \$2,000 in debts behind him.

The second firm to descend upon the Shaw & Davies assignment was the Penn Mfg. Co., of Erie, Pa. Attorneys for the company filed an order in court which was in the nature of a replevin suit. Upon the trial the insolvency judge ordered the assignee to return to the Penn company all the goods found in the assignment.

J. E. Poorman has just disposed of another large consignment of Clevelands and has had a very good season, everything considered. The directors of the Hamilton county fair have decided to devote the opening day of the fair, August 17, entirely to bicycle races. Mr. Poorman will be given complete control and management of these events. C. F. W.

WASHINGTON PROSPECTS BRIGHTER

Capital Dealers Report Business Better—Four Auction Sales—Clevelands for Building Inspectors.

Washington, D. C., July 31.—According to the statements of a number of dealers, trade has picked up materially during the past week and the prospects are brighter than they have been for some time.

Auction sales are the order of the day in Washington. No less than four auction houses hold weekly bicycle sales, which are largely attended. The wheels bring from \$20 to \$33 each, and a great many are being bought at those prices.

The Iroquois Cycle Co., at 810 Fourteenth street, has closed its branch store at 1722 Fourteenth street, and in the future all business will be transacted at the main store. K. E. Gury, who had charge of the branch store, will continue with the company.

It was announced during the week that the District government was in the market for a number of bicycles for the use of the building inspectors. A number of dealers tried for the contract and it was finally given to the Metropolitan Cycle Co., the local agent for the Cleveland. This concern had previously sold a number of wheels to the District and they have given such entire satisfaction that it was an easy matter to secure the last contract.

Daytons Sell Well.

G. W. Wells, junior member of the firm of B. A. Ryan & Co., informed a Bearings man that they had had a phenomenal trade during the season and were looking for good orders for some time to come. This firm handles the Dayton, Northampton, and Waltham Comet. The Dayton, which is their leader, is rapidly becoming one of the most popular wheels on the market. Many of the local racing men are riding Daytons this year, and they all speak in the highest terms of the wheel.

Lee Counselman, one of the best known road riders in this vicinity, has opened a store on M street, and will act as sub-agent for the Viking, which is handled by Paul von Boeckmann. Mr. Counselman has fitted up a first-class repair shop and will pay special attention to repairing.

No American Wheels at Malta.

Some time ago a Syracuse bicycle firm wrote a letter to Consul Kennedy, at Malta, asking for information in regard to bicycle

dealers in that consular district. In a communication to the State Department, Mr. Kennedy says that there are only two bicycle houses in Malta. The proprietors are J. B. White and W. Harding. They handle only English machines, the prices of which range from \$39 to \$78. Both houses stand well in financial and mercantile circles. The consul says that it is useless for him to dwell upon the merits or demerits of English bicycles. There are no American bicycles in Malta, but the consul hopes to see them introduced there, and he feels assured that they will become popular.

H. G. WARD.

MINNEAPOLIS TRADE GOOD.

Minneapolis, Minn., July 31.—“We have had one of the best seasons we have ever had,” said Manager Fawkes, of the Northwestern Cycle Co., to a Bearings representative last night. “I asked our cashier yesterday to ascertain how many wheels we had sold up to the present time and she reported that the number was a little over 900. I was surprised, as I did not think it was half or more than half that number.”

There is little question that the number of wheels sold in this city during the present season has been greater than was anticipated when it opened. There have not been as many places selling as last year, and for that reason, most of the dealers have had a good run of customers, and they have done a profitable business, better in some cases than last year when every one was wheel mad.

The great drawback to the bicycle business in this city has been the great number of wheels that are sold at auction. Early last spring, one auction house made the announcement that it had received a car load of wheels from a prominent eastern maker, whose name was given, to be sold at auction to the highest bidder. The wheels were all sold in one day and the sale has been repeated nearly every week during the summer.

E. B. S.

The Rubber Tire Association Official Repair Tag can be had by manufacturers and dealers on application to the secretary, Kirk Brown, 504 West 14th St., New York City, in lots of 1,000 or more, at \$1.75 per thousand, cash with order.

CONSTRUCTION OF A REPAIR SHOP

By F. A. Farnsworth

The building should be so placed that the main show windows will face the street so that a display of bicycles may be made. The windows should be wide; the wider the rooms the higher should be the windows. Arched windows should be avoided, as they reduce the area of the upper part of the window, which is the most important one as regards lighting. Window piers should be kept as narrow as possible.

Dimensions of Workrooms.

The so-called long workrooms (in which the proportion of length to width is as three to two, and in which the benches stand parallel to the short side of the room), are the most desirable for general small work. Workrooms of great depth, in which the machines stand parallel to the long sides of the room, are to be avoided because of the direction in which the light falls from the windows.

The poorest machine in the room should have ample light and, if possible, on dark days an illumination equivalent to at least ten standard candle lights at one meter distance.

Blinds and Shades.

Direct sunlight or strong reflected light must be avoided where fine cycle work is done by the use of curtains, blinds, or shades. The latter, however, should not darken the room too much. Shades of a light buff or cream color are the best. If shade rollers are used, they should not be placed in the window recesses, as otherwise the upper part of the windows will be darkened.

Walls and Ceilings.

The walls and ceilings should be finished in a light color. The electrical light, and in particular the indirect reflected light, is the one best adapted to bicycle workrooms because it is powerful and strong, does not heat the air of the room, and does not give off injurious products of combustion. Artificial lighting should fulfill the following requirements: (a) Each machinist should have ample light. (b) The light should not flicker. (c) The light should not be blinding to the eyes, and it should not give off too much heat.

Ventilation.

The proper and ample ventilation of the

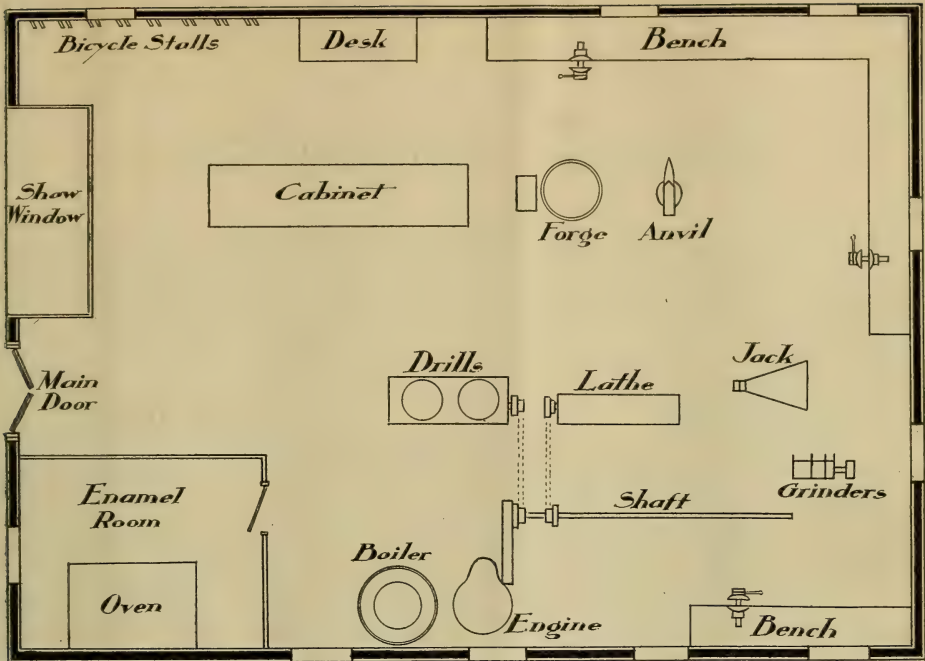
shop is an absolutely essential requirement. Each room should be flushed with pure air. In regard to the location of the outlets for foul air, there has of late been very little difference of opinion. In a room which is lighted on two sides, thus making an outer angle of cold walls, the outlet is usually placed in the opposite interior angle of the room. Experience has shown that this is generally the best possible place for it. But in locating the inlets for fresh air the practice varies considerably. Some engineers maintain that it makes very little difference where the air is admitted to the room if it only so enters that it will be thrown or can be deflected toward the colder walls; this, of course, upon the supposition that it is taken in at some distance above the floor.

Heating.

Under the old methods of heating, whether by hot air furnaces or by steam, the study seemed to be to make the supply pipes as small as possible and to send the air into the rooms at a very high temperature. I have seen furnace pipes only twelve inches in diameter, which were intended to heat rooms of ordinary size containing 10,000 feet of air space, and for such a pipe sixteen inches in diameter was considered ample. The supply of air would be from 400 to 500 cubic feet per minute, at a temperature of, perhaps, 300 degrees or upward. Now the supply ducts for such a room are made 24x30 inches, or five square feet in area, furnishing 1,500 cubic feet per minute, at a temperature in the same weather of not more than 100 degrees. The foul air ducts are made somewhat larger than those of the warm air supply. In every case provision should be made for heat or power to induce a proper movement of air through ventilating exhaust ducts. This is usually done in gravity systems, but is frequently omitted where the air is supplied by some mechanical means, under the mistaken notion that the plenum pressure will be sufficient to produce a proper movement through the outlets.

Tool Room Arrangements.

The location of the tool room should be central, as the workmen enjoy long walks back and forth; there should be tool rooms on each floor, or small elevators. When laid



Floor plan of the model repair shop.

out the room should be twice as large as needed then, as in time extensions will be necessary. Drawers and cupboards should be avoided; everything should be in plain sight of the attendant. Open shelves cost less than sliding drawers, and turrets for cutters, drills, reamers, and counterbores are convenient and hold a large number of tools which can be reached by the man at the delivery window. One turret will hold all the cutters of a large factory.

No tool room is complete without a check system by which tools may be located when not in place, and checks are useful for charging supplies—oils, waste, emery cloth, etc.—the check tending to prevent waste on the part of the employe. The tools which should be kept in one room include all cutting tools not in actual use, such as drills, reamers, taps, and counterbores, with wrenches for use with taps and reamers, milling cutters, bolts, and straps for planers and face plate-work on the lathe. A convenient method of keeping taps is in a hardwood block, in which is a tap and size drill, and a counterbore and wrench for use with the taps, so that the whole set required for putting in a screw may all go out on one check.

For files, a cupboard with 125 separate pockets for holding about 500 varieties, is suggested. Recut files give as good results as new files with a saving of a third of the original cost.

There are many reasons why cleanliness is next to godliness in the case of the bicycle factory, or even repair shop. A special reason is that a dirty factory exhibits a carelessness that is likely to result in a fire—a fire that is likely to result in the destruction of the property if it once gets well started. I have known owners to try to hide the condition of the works from the inspector.

I recently saw one of the best and most convenient bicycle plants I have ever seen—roomy, light, and fitted with all modern conveniences. A telephone system connects all the rooms of the factory, so that speech with any room or the office is readily had. An electric switch is placed in each room, so that the lights may be turned off any circuit at pleasure. Two elevators for freight and a well in which it is designed to place a passenger elevator later give good facilities for transmission of stock, etc. The factory is not entirely laid out as yet, but the strictest regard is paid to the sequence of the work, and ample room is given each machine. It is heated with hot air, distributed by blowers and pipes. It is well supplied with all the accessories of a well-appointed bicycle factory. I saw as nicely running, heavy countershafts as could be desired, by means of which the power was transmitted from one floor to another, and everything to correspond. Such a factory or repair shop will pay.

PEOPLE AND THINGS



COLUMBIAS IN NEW YORK.

Pre-eminent among the bicycle establishments in New York City is the Metropolitan Bicycling Co., corner Boulevard and Sixtieth street. The company was organized in 1895 by Colonel Pope, and has since then handled the up-town trade in Columbias and Hartfords on a record breaking basis. The success of this modern establishment is largely due to the unflinching zeal of Malcom L. Bridgman, the secretary and manager of the corporation. Mr. Bridgman has occupied several important positions with the Pope Mfg. Co., and as one of Colonel Pope's right hand men he has not spared himself in making his establishment popular with the very best class of people. Recently the Michaux Bicycle Club, which is mostly made up of people belonging to "the 400," has taken up quarters there; one of New York's most fashionable bicycle polo clubs occupies a weekly date in the riding academy, and the store and the repair shop, as well as all the up-stairs accommodations, are patronized by the very best wheelfolk in the city. The company does a tremendous business.

Over fifteen instructors are kept working all the year round. One of the most perfect

storage departments, suite upon suite of dressing rooms and lockers and bathrooms with shower fixtures, etc., are found there and everything is most magnificently arranged. Among the well-known patrons of the company may be mentioned General Miles, chief commander U. S. A.; William C. Whitney, Hermann Oelrichs, Ogden Goelet, Miss Pauline Hall, Miss Lillian Russell, and last but not least, Mr. Brinckerhoff, the founder of the cracker industry in this country. Mr. Brinckerhoff, we think, holds the world's record for individual bicycle purchases, for according to the books of the company and to the statement of Mr. Bridgman this gentleman has personally bought over 310 Columbias within the last year. He has paid \$100 apiece for them in some instances, but in most instances the bill for a single wheel runs close to the \$150 mark. Since the price has been reduced he celebrated by purchasing enough \$75 Columbias to start a respectable agency. He buys the wheels for his friends. The wheels he gives away are magnificently fitted with pearl-inlaid handles, gold-mounted bars, name-plates, etc., if they are not wholly nicked. Mr. Brinckerhoff is certainly the king of bicycle buyers, and although the

Mr. Manufacturer!

Have you heard of 50 PER CENT. CARBON AND 5 PER CENT. NICKEL steel tubing? It's ADVERTISING, isn't it? You can get the same results by talking "SHELBY." The following tests will bear you out in this statement:

	HARD FROM BENCH. ULT. STRENGTH, PER SQ. IN.	ANNEALED ULT. STRENGTH, PER SQ. IN.
SANDVIKEN, (Standard 35% Carbon)	96,600 pounds.	88,000 pounds.
" (Special 40% Carbon)	100,800	91,800
" (Ext. Special 45% Carbon)	114,000	103,400

You have a STRONG SELLING POINT if your wheel is made of the

“STANDARD SHELBY”

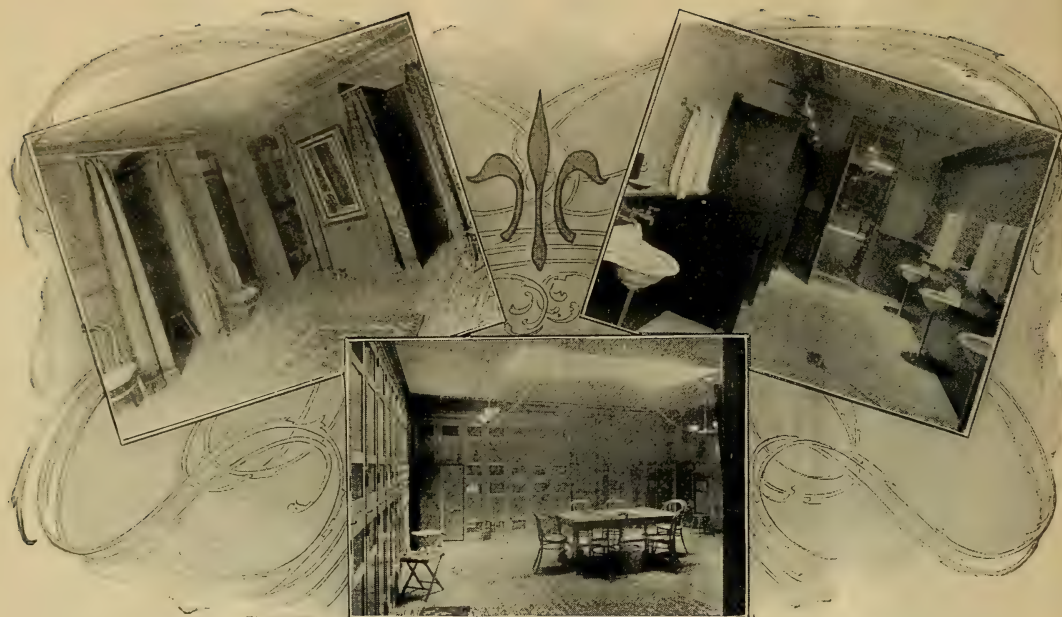
Are you ready for 1898 prices? If so, write us.

The Shelby Steel Tube Company,

Eastern Office and Wareroom,
144 Chambers St., New York.

Main Office and Works,
SHELBY, OHIO.

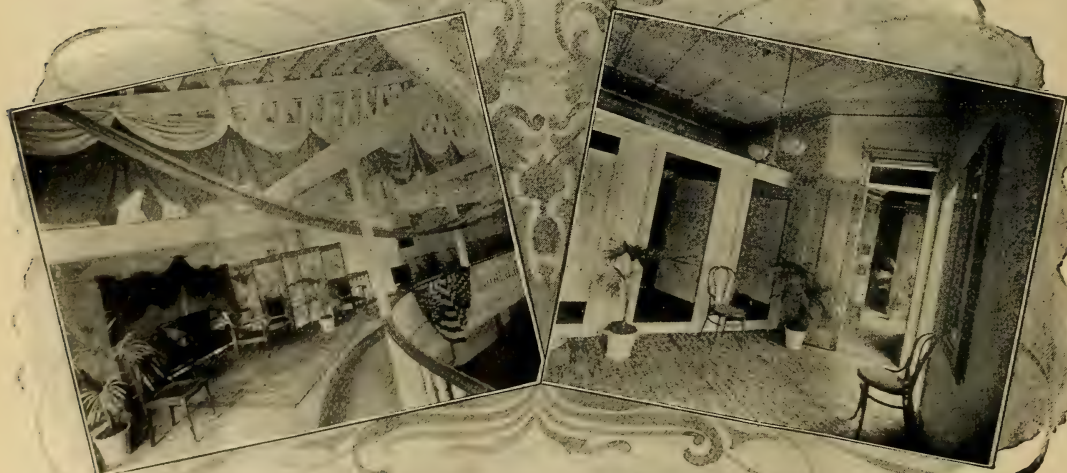
Western Office and Wareroom,
135 Lake St., Chicago, Ills.



LOCKERS.

MEN'S DEPARTMENT.

BATHS.



COSY CORNER.

WOMEN'S DEPARTMENT.

LOCKER ROOM.

INTERIOR OF THE METROPOLITAN BICYCLING CO.'S ACADEMY.

NEW NICE NEAT



No. 3409 CROWN.

J. H. WILLIAMS & CO.

BEST DROP FORGINGS,

9 TO 31 RICHARDS ST.,

BROOKLYN, N. Y.

Mention Bearings

Milwaukee, Wis.—Elmwood Cycle Mfg. Co., wooden and water cycles, reported to have given execution for \$1,042—receiver appointed.

Manchester, Conn.—W. Luettgens, will open a new bicycle repair shop.

Ontonagon, Mich.—Alex Croutch has opened a new bicycle repair store in the Masonic building.

New York, N. Y.—The Elmwood Cycle Mfg. Co., dealers in cycles, at 55 Park place, has gone into the hands of a receiver, with liabilities of \$4,300 and assets of \$992. The company was incorporated on December 10, 1895, with a capital stock of \$12,000.

Newark, N. J.—The Probst Bicycle Supply Co., reported to have given judgements for \$406.

Nanaimo, B. C.—A. Speck, bicycles, mortgagee in possession.

Northampton, Mass.—The Northampton Cycle Co. is enlarging its factory.

Penbrook, Pa.—The International Association of Machinists is to establish a co-operative repair shop and a bicycle factory.

Plymouth, Ind.—The Elektron Cycle Co. is the name of a new corporation that has just received its charter from the state. The incorporators are R. T. McDonald, John H. Bass, and E. J. Hathorne; its capital stock is \$50,000, and its principal office is to be at Fort Wayne.

Pueblo, Colo.—The Phoenix Cycle Co. is reported to have foreclosed a chattel mortgage for \$993.

Philadelphia, Pa.—Quaker City Mfg. Co., machinery and bicycles, is reported to have given judgment for \$281.

Reading, Pa.—Harry W. Wilhelm, who was formerly connected with the Wilhelm Bicycle Works, Hamburg, will enter into the manufacture of bicycles for himself shortly, and will make a specialty of the Hudson.

Rome, Ga.—W. A. Cook, formerly with E. E. Forbes, has opened a first-class bicycle repair shop at 330 Broad street.

Springfield, Mass.—A circular letter has been re-

ceived at North Adams addressed to the creditors and security holders of the Mannesmann Cycle Tube Co. and the Adams Power Co. It covers the plan of reorganization and recapitalization for the purpose of carrying on the Mannesmann works at Zylonite.

Springfield, Mass.—The boycott on the product of the Overman Wheel Co. has been declared off, an arrangement satisfactory to the labor union and the company having been effected.

St. Louis, Mo.—The Western Bicycle Co. has given a chattel deed of trust for \$850.

St. Paul, Minn.—W. J. McGuiggan, selling sporting goods, etc., has opened a new store on Jackson street, near Seventh.

South Portland, Me.—The Lovell bicycle plant will not be sold. The Lovells are negotiating for the purchase of land adjoining the factory upon which a large building will be erected, to be used for the manufacture of rifles, etc. In a short time they will also manufacture sporting goods in South Portland.

Stamford, Conn.—Seeley & Adams, dealers in bicycles, have made an assignment. They have a branch store at Rochester, N. Y.

South Norwalk, Conn.—Bearse & Hoyt, bicycles, have been succeeded by George F. Bearse.

Stamford, Conn.—Seeley & Adams, bicycle dealers, have made an assignment, with liabilities of \$4,000 or \$5,000. Poor collections and the cut in the prices of bicycles are the causes.

Tipton, Ind.—The Tipton tubing works, which was destroyed by fire last April, will be rebuilt.

Toronto, Ont.—The Ranger Cycle Co., Ltd., of Toronto, has assigned.

Toronto, Ont.—Cutler Bros., manufacturers of bicycles, have assigned.

Westfield, Mass.—Another manufacturing industry has started in the factory building on Elm street, which bears the title of the Mechanical Tire Co., and will manufacture bicycles, carriages, and wagons.

TRADE BRIEFS

George W. Houk has resigned his position with the Martin & Gibson Mfg. Co., of Boston.

E. C. Bode, second vice-president and traveling representative of Arnold, Schwinn & Co., has severed his connection with the makers of the World.

A. J. Holmes, manager of the bicycle department for Farwell, Ozmun, Kirk & Co., of St. Paul, Minn., has gone to England for a two months' vacation. Business combined with pleasure is his mission.

Announcements are out of the approaching marriage of Thomas J. Hay, president of the Hay & Willits Mfg. Co., and Miss Jessie Carpenter, of Indianapolis. The ceremony is to be performed August 5, immediately following which Mr. and Mrs. Hay will start on an extended trip through the east and north.

In our last issue we stated that the price of the Faultless brake, made by the Sundry Mfg. Co., of Baltimore, was \$1.50 complete. This was a mistake, the price being \$2.75; \$1.50 being the price of the brake proper, including the telescope rod; \$1.25 extra being charged for the attachments, which include lever, connection rod, and bar clamp.

The Davis & Egan Machine Tool Co., of Cincinnati, Ohio, have purchased the extensive works formerly occupied by the W. S. Merrill Chemical Works, of Cincinnati, Ohio. The new purchasers are now making a complete installation of new engines, boilers, generators, dynamos, etc., and will have, when completed, an up to-date power plant.

H. M. Sidwell, the Ohio amateur who is distinguishing himself by making new world's records, does not intend to rest with the one and two miles to his credit, but is determined to lower the quarter, third, half, two-thirds and five-mile as well. Sidwell attributes not a little of his success to the running qualities and rigidity of his Wolff-American.

The Shelby Steel Tube Co. has recently established a European office and wareroom at 62 St. Paul's Square, Birmingham, England, in charge of E. Bocker, formerly secretary and manager of the Mannesmann Tube Co., Landore, South Wales. This office will have charge of the Shelby company's sales in France, Germany, Italy, Belgium, Holland, and Denmark, as well as England.

At the regular quarterly meeting of the board of directors of the Davis & Egan Machine Tool Co., Cincinnati, Ohio, July 24, a dividend of three per cent was declared to

all shareholders of record. This was the ending of the company's fiscal year, and it reports having done a profitable business during the past twelve months, fully seventy-five per cent of which was export.

Triplets are still being turned out by the Andrae people at the rate of two a week. Last week one of the famous three-seated machines was shipped to Messrs. Marriot, Alcutt & Shannon, through A. L. Donlevy & Co., Philadelphia agents for Andrae bicycles, and another went to Soper brothers, of Oshkosh, Wis. It is probable that the entire pacing of races on the Wisconsin circuit will be done on Andrae triplets, as these machines have a world-wide reputation for being among the fastest machines in existence.



WANTED, FOR SALE, TO EXCHANGE.

Advertisements under this head, 5 cents per word. (Checks, money orders, postoffice orders, or 1 and 2 cent stamps received. Cash with order.

WANTED—AN IDEA. Who can think of some simple thing to patent? Protect your ideas, they may bring you wealth: write John Wedderburn & Co., Patent Attorneys, Washington, D. C., for their \$1,800 prize offer and new list of 1,000 inventions wanted.*

IF YOU WANT a practical and satisfactory gear-case, or any information about gear-cases, write S. D. THOMPSON, 503 Tacoma Building, Chicago, Ill.

WANTED—Position by a young man in repair shop or salesroom. Three years' experience. Best references. Address R. D., care Bearings.

WANTED—Situation as superintendent, assistant, or master mechanic of bicycle factory. Have had eight years' experience in those capacities; understand all branches of bicycle manufacture thoroughly; large experience in interchangeable work and designing: first-class mechanic and draughtsman. Best of references. SUPERINTENDENT, care Bearings.

FOR SALE—Active interest in company making best-known line of bicycle sundries. \$100,000 business can be done in '98. Address H. care Bearings.

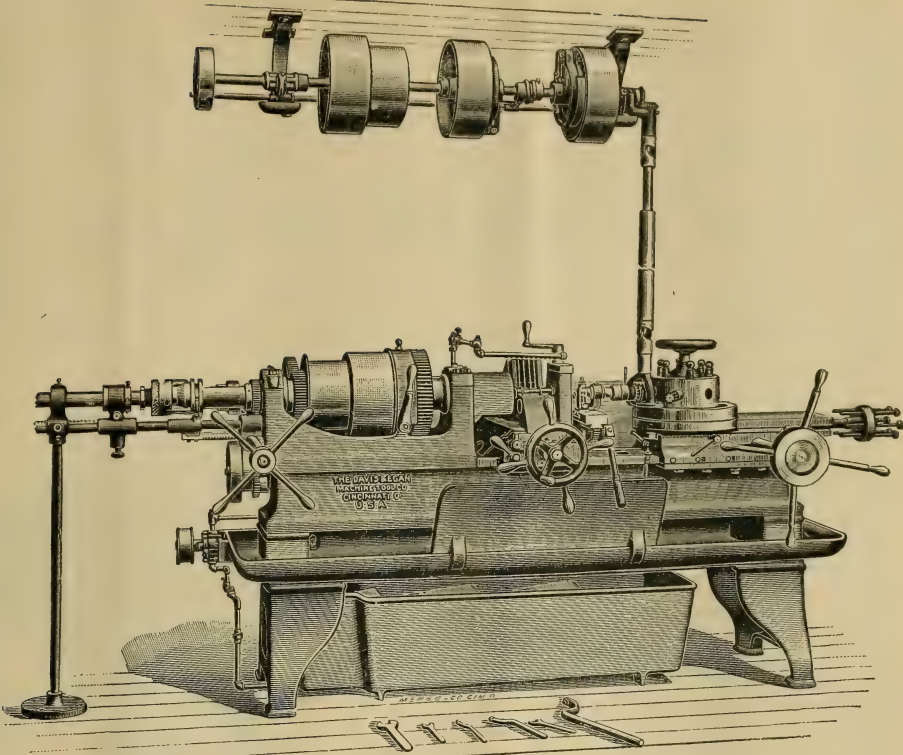
TIRES—\$5.00 pair. Best. Full warranty. MINERALIZED RUBBER CO., 18 Cliff St., New York 3

INNER-TUBES—600 cheap. Best makers. Full warranty. P. O. 1371, New York.

FOR SALE—A well equipped bicycle repair shop and line of bicycles and sundries in a town of about 6,000. Address C. F. S., care Bearings. 1

\$7,800 GIVEN AWAY

To persons making the greatest number of words out of the phrase "Patent Attorney Wedderburn." For full particulars write the National Recorder, Washington, D. C., for sample copy containing same.



establishment itself is very interesting in all its appointments he still continues to remain the central figure, his record of 310 purchases being more talked about than anything else on the boulevard. As some one said in passing, "He doesn't talk Columbia, he buys them."

NEW HUB FORMING MACHINE.

We present herewith an illustration of the new hub forming and drilling machine made by the Davis & Egan Co. While it has all the essential features of a special machine, yet it is not special, and can be changed from a hub machine into a regular standard screw machine in less than ten minutes. It is adapted to the forming and drilling of hubs, making of cones, cups, axles, screws, studs, etc. The machine is furnished with a geared friction head, and has a two-step cone for a 5-inch belt, giving great power. The spindle is made of crucible steel, ground perfectly true, and journaled in bronze boxes, with provisions for taking up the wear. It is furnished with the company's improved automatic chuck and feeding attachment, which enables the operator to grip, feed, and release the bar without stopping the machine. This is an invaluable device on a hub machine, and

commends itself to every operator. It will hold stock up to $2\frac{5}{8}$ diameter.

The hub rest is a massive affair, taking a long bearing directly on the bed, preventing any chatter whatever, and insuring a smooth finish to the hubs. It is provided with two heavy uprights, having dovetailed grooves supporting the front and rear tools. The rear tool does the roughing, and is serrated to break the chips. On the cross-feed screw is a collar graduated into thirty-seconds, which is used to produce accurate diameters without the use of calipers. The cutting tools are made of the best tool steel, the full length of the hub, and are sharpened by grinding straight across the face without altering their form. They are flushed with oil by a powerful rotary pump, driven by a belt direct from the counter-shaft. An additional oil supply is furnished to the revolving drill through the turret. It is made with a channel through it so that a constant stream of lubricant is supplied to the cutting edges, thus washing out the chips and keeping it perfectly cool. The guide rest for supporting the stock is mounted on the same base as the hub rest and is fitted with a pair of hardened tool-steel jaws, to avoid marring the finished surface of the hub. These jaws are oper-

ated by a right and left hand screw, and will grip stock up to the full capacity of the machine. The cutting off rest is attached to the side of the guide rest and is operated by a lever.

The patent turret, which is furnished with this machine, is new throughout. The lower flange is provided with an annular T slot, which receives the tool holders; it is also provided with the usual number of holes for drills, taps, dies, etc. This construction of a turret dispenses entirely with the use of box tools. The turret is provided with separate stops for each hole, which does away with the necessity of making the tools to suit the stop. By this means you are in a position to use any length tool, and, after the tool is placed in position, the stop is set to suit the work. On other machines the tools have to be made of various lengths to suit the requirements, which is a source of constant annoyance. These stops revolve automatically to suit the position of the various tools.

With this machine the hub is formed and drilled at the same time, the drill being made to revolve as well as the stock. This is accomplished by the telescoped shaft and joints, driven direct from the countershaft by means of steel bevel gears. The lower bracket, supporting the lever gears, takes a bearing directly on the flange of the turret, making a very rigid construction. Being attached in this manner, the revolving drill can be swung around the same as any other tool in the turret. The hollow drills used on this machine are of an improved design, the holes being drilled through the solid, doing away with the common practice of inserting brass tubes and strips. Each machine is furnished with a set of tools for forming the front and rear hubs, one drill, one counterbore, one split collar, and one collet, each for front and rear hubs. If it is desired to do the threading of the hubs on this machine, dies or taps will be furnished at an additional price. The double friction countershaft has 16-inch pulleys for 5-inch belt, and should run 250 revolutions per minute.

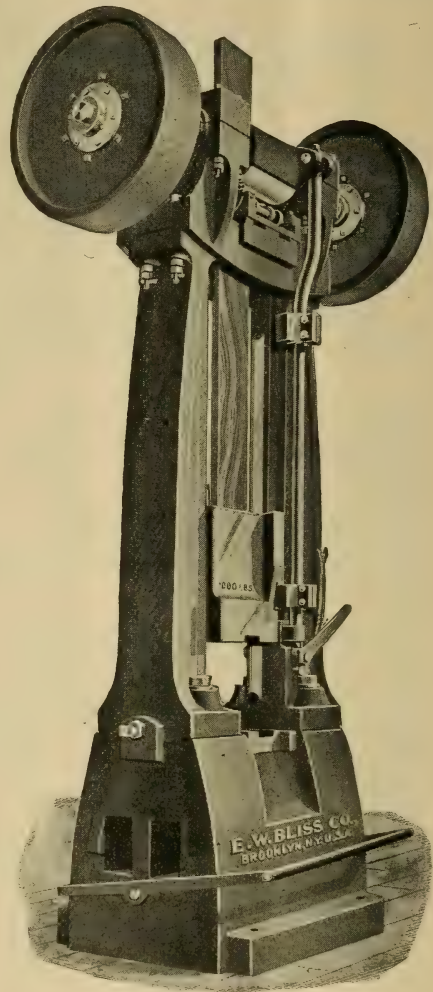
TUCKER'S NEW VENTURE.

J. B. Tucker, well and favorably known to the bicycle trade as an ardent advocate of high-grade goods, and who was the head of the recently fire consumed Greencastle Mfg. Co., has, since the loss of his former business, organized a strong corporation at Roachdale, Ind., a few miles north of his old factory site. Roachdale is in the heart of the finest timber district in Indiana, and Mr. Tucker will be found, at the proper time, serving his customers with the same

high-class work it has been his pleasure to sell in the past. Mr. Tucker, it will be remembered, was able to create such a demand for his product that it was possible for him all the time to sell his goods above the market. The new company will be known as the Tucker Bicycle Wood Work Co., Roachdale, Ind.

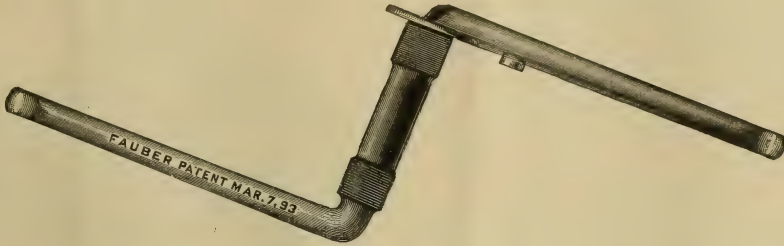
STILES' DROP HAMMER.

The drop hammer shown in the accompanying cut illustrates a newly designed machine which has just been built by the E. W. Bliss Co., 31 Adams street, Brooklyn,



N. Y., which owns and operates the Stiles & Parker Press Co. The anvil casting of this drop is extra heavy, and has been designed with all possible precaution against shrinkage-strains, blow holes etc., so that the whole is a homogeneous mass of solid iron.

Fauber



One-Piece Crank-Axle

The Fauber Patents are pioneer and cover One-Piece Crank-Axles of every practical construction.

The Fauber Axle will be very popular in '98 It has been adopted by a number of large manufacturers, not only on account of its simplicity, but also on account of its durability.

For full information, write to

W. H. FAUBER

70-74 W. Jackson St., = = CHICAGO.

Mention Bearings

This anvil also has an especially large base. The lifter of this drop is gearless, making it noiseless, and the shafts run in extremely long brass boxes. This lifter is especially heavy and is equipped with a clamp frame, so that the hammer can come down gently. The lifter is also supplied with a wedge adjustment for the rolls. The uprights are also extra heavy, yet of a graceful appearance. Tapping into the body casting has been absolutely avoided, all bolts pass into nuts placed in suitable cores.

All the bolts, rods, etc., are made of the best wrought iron, and the hammer is a large steel forging weighing about 1060 pounds but is made in other weights if so desired. The dogs have an effective clamping device so that slipping is out of the question. Paper pulleys are supplied with this hammer.

CLARENCE McLEAN.

Clarence W. McLean, trick and fancy rider, is creating a favorable impression wherever he performs. So far this season he has exhibited at more than twenty cities in each of which he has been recalled from



CLARENCE McLEAN.

one to half a dozen times. At Bay City recently he went through his entire repertoire of feats on a high banked track with no interruption, the difficulty of working on a slanting surface being enthusiastically appreciated by the spectators. McLean is in Philadelphia this week and will probably appear at the meet.

GEORGE M. DICKSON.

George M. Dickson has been selected to fill the vacancy of superintendent of agencies for the Hay & Willits Mfg. Co. which was created by a change made by Oscar B. Henderson, who for so long a time held that position. Mr. Dickson has been a

traveling representative for the Hay & Willits Mfg. Co. for several years, last year looking after the New England territory with remarkable success. Although the



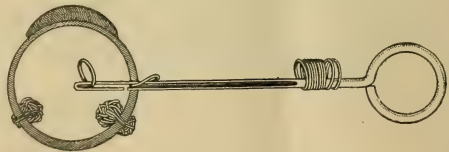
GEORGE M. DICKSON.

loss to the firm by Mr. Henderson's departure is great, still the Outing makers feel exceedingly gratified in having in their possession so able a substitute as Mr. Dickson.

SURE THING TIRE MENDER.

The Brown-Lipe Gear Co., Syracuse, N. Y., whose reputation as a manufacturer of the Bi-Gear has been steadily built up during the past three years, has added a new feature to its business. It has secured the manufacturers' rights to a device invented by Frank B. Jencks, of Syracuse, for repairing punctures in single tube tires. It is to be known as the Sure Thing tire mender. No cement is required, a feature that will appeal strongly to those who have experienced the disagreeable sensation of finding their pockets stuck together from a leaky tube on a hot day, and the other inconveniences of cement.

The device consists of a slotted and grooved needle, by which a number of small rubber



bands are forced one at a time through the puncture until all are inside. They are then drawn out in a body, leaving about half of their length inside. The operation of pulling them through the puncture stretches

the bands almost to their limit, so that when the tension is released they swell until the puncture is packed air-tight, leaving a head of rubber inside as well as outside, so that the bands can neither push back nor draw out. Their constant tendency to contract lengthwise and expand sidewise makes a positive repair, to last as long as the elasticity of the bands, which is probably longer than the life of the tire. The outer head of bands is afterward clipped down almost to the surface of the tire. From ten to twenty bands are used, according to the size of the puncture. The operation requires not over a minute and needs no experience to make it. The tool is inclosed in a flat leatherette case to be carried in the vest pocket. It is sold at a popular price, and the fact that it is made and sold by the Brown-Lipe Gear Co. launches it on the market with a reputation that insures a ready sale. The rubber band idea in itself is not a new one, but heretofore there has been no satisfactory device for putting enough of the bands into place to thoroughly stop the leak.

THE DAYTON PATROL.

The new Dayton police patrol tricycle is the latest production of the factory of the Davis Sewing Machine Co., of Dayton, Ohio. This machine, after being thoroughly

tested and perfected, is now in practical use by the police department of Dayton. The picture shows the machine mounted by T. J. Farrell, the well-known chief of the Dayton police department, in the rear, and Captain Allaback, of the same force in front, while Pat Hussey, superintendent of the factory, occupies the seat amidships, with his wrists securely held by hand cuffs, attached to the tubing forming the arms of the seat, and with his feet shackled in the stirrups below the rear axle. The machine is steered by the front rider, leaving the officer in the rear to watch the prisoner, and assist in furnishing motive power. It has been found by tests, that much quicker runs can be made with this machine than by the ordinary patrol wagon drawn by horses, while the low cost of keeping it up will make it useful to police departments in small cities.

RUCKER'S PROPOSED VISIT.

Martin D. Rucker, managing director of Humber & Co., Limited, England, has written Elliot Burris, managing director of Humber & Co., America, Limited, that he proposes to visit America during the present month in his yacht, accompanied by Mrs. Rucker and a party of friends. It is their intention to visit Newport, Narragansett,



The Dayton police patrol tricycle.

Bar Harbor, and other watering places on the coast during the season, and after the yacht races to proceed to the West Indies and to some South American ports, thence across to the Mediterranean for the winter, returning to England in the spring.

A jollier couple than Mr. and Mrs. Rucker can scarcely be found the world over. Both are accomplished musicians, and their effervescing wit, humor, and song are remembered in many climes by those who have had the good fortune to meet them. In his younger days Mr. Rucker was an enthusiastic athlete, a member of the London Athletic Club and London Rowing Club, and a prominent figure in cycling; and many records and championships have been scored to his credit. He is now master of the West Surrey Stag Hounds, a position of great social honor in England. He owns one of the choicest kennels, and one of the finest racing studs in England. His horse Glyld won the Great Jubilee stakes at Newmarket last June. He is reputed to be one of the straightest riders to hounds in the field, is an accomplished whip, a skilled yachtsman, and is regarded as one of the gamest all around sportsmen of England. The old adage that a man who can play well can work well, is exemplified in Mr. Rucker. He has always been fond of sports, and has excelled and been successful in all sports in which he has engaged; but, he has also found time for business, and has been marvelously successful.

To his energy and enterprise the growth of the great Humber companies is directly attributable. When the original company was a small concern with an annual output of not more than a thousand cycles per year, he became interested in the business, and from that moment dates the prosperity of the company. He has doubtless greater holdings in the cycle industry and probably

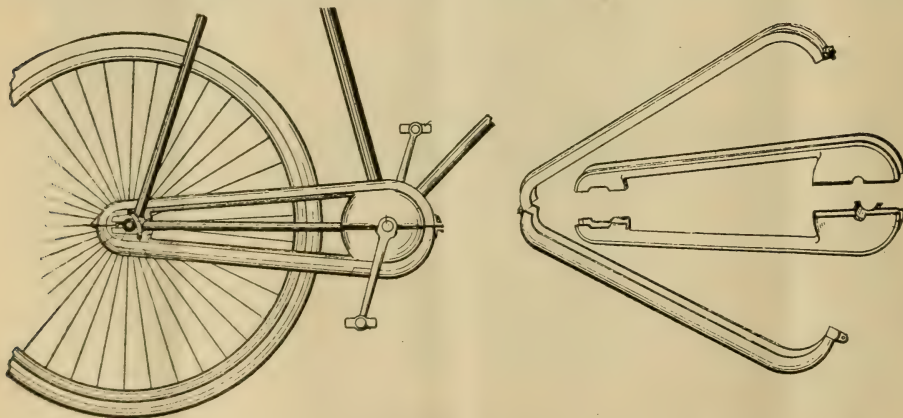
has done more to maintain the excellent quality of the English cycles than any one in England. No one unacquainted with his business connections would suspect him to be a man of such vast wealth, and of so important affairs. His appearance and bearing are those of the English country gentleman, affable, pleasant, agreeable, entertaining at all times and under all circumstances.

THE ABSOLUTE GEAR-CASE.

Charles B. Holmes, a young and successful attorney and an enthusiastic wheelman of Minneapolis, has invented and patented a gear-case, which is said to meet all the requirements of such an adjunct to the wheel. Mr. Holmes claims that his case is neat, light, simple, easily and quickly detached, noiseless, dust-proof and mud-proof, and yet strong and serviceable.

The accompanying illustration gives a good idea of the construction and method of attaching the case. It will be seen that it consists of three parts—the upper inside, the lower inside, and the marginal cover, which is hinged at the rear and fastened by a screw in front. and that, when the case is in place, all that is necessary to get at the chain is to remove the one front screw and spring the cover apart. When in place the chain runs in a tube which is so constructed as to be entirely noiseless. It can be attached to any wheel, and can be constructed of sheet steel, aluminum, or wood, preferably of steel, and is of inconsiderable weight.

Mr. Holmes has also applied for a patent on a saddle, the distinctive feature of which is the pommel, which is attached to the saddle proper in such a manner as to yield to the weight of the rider if suddenly thrown upon it, and thus prevent danger of injury, thereby removing one of the chief objections to the majority of saddles, yet retaining the pommel, which is so necessary



The Absolute gear-case.

in case the rider is thrown sideways. There is also an improvement in the ease and comfort of the saddle through the construction of a part of the saddle base of leather, the shape at the same time being anatomically correct. It has not been definitely decided who will manufacture the saddle. The gear-case, which has been christened the Absolute, will be handled by the Absolute Gear-Case Co., of Minneapolis.

"NED" WILCOX DEAD.

E. H. Wilcox, one of the best known men in the trade, died last Sunday at his home in Genoa, Ill., after a lingering illness. The funeral services, which were held at Elgin, were simple, the services of a minister being dispensed with. None but relatives of the family and the four pall bearers, Walter Wardrop, C. M. Fairchild, L. J. Berger, and N. H. Van Sicklen, were present.

Mr. Wilcox was the first salesman employed by the Gormully & Jeffery Mfg. Co.



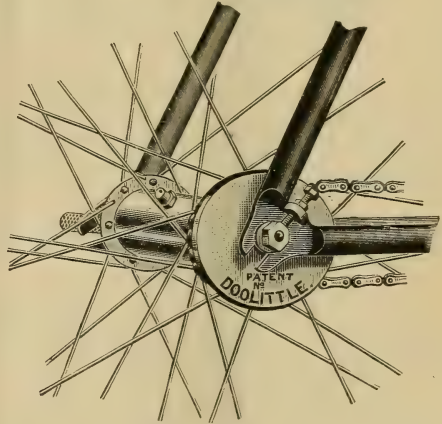
E. H. WILCOX.

and had the distinction of being the first man in the cycle trade to take a sample trunk on the road. This was seventeen years ago and since that time Mr. Wilcox occupied many responsible positions with the leading cycle manufacturers. After severing his connection with G. & J., Mr. Wilcox went with the Stover people. From there he removed to Goshen and cared for the interests of the Ariel Cycle Mfg. Co. Then he signed with E. C. Stearns & Co. and boomed Yellow Fellows for a couple of years. Humber & Co. was the next concern to secure his services and then he went with the Iver Johnson's Arms & Cycle Works.

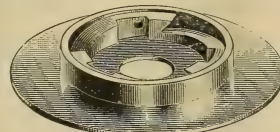
This was his last position in the cycle trade. Failing health compelled him to resign last spring and he then retired to Genoa where he stayed up to the time of his death. Mr. Wilcox was also a frequent contributor to the cycle press and his writings under the nom des plume of "Bolav" and "Le Cote Mal Taile" attracted attention throughout the cycle world. At the time of his death Mr. Wilcox was thirty-seven years of age.

THE DOOLITTLE BRAKE.

The Doolittle Patent Automatic Brake Co., 168 Church street, New York City, is marketing the Doolittle brake, the inven-



tion of Dr. Doolittle, of Canada. As is well known, the brake operates automatically on



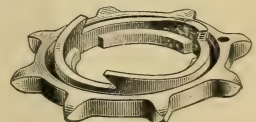
INSIDE DISC.



SLEEVE

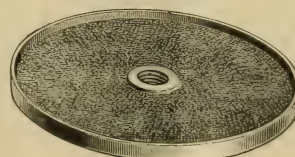


FRICTION BAND.



SPROCKET.

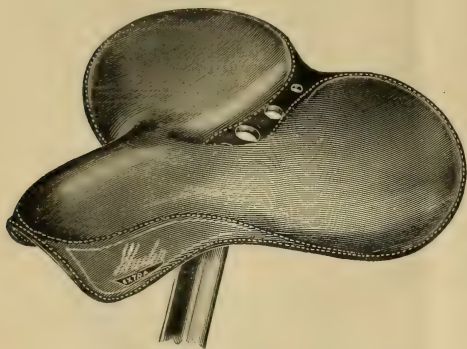
the axle, and therefore does not wear the tire. It is immediately applied by back



OUTSIDE DISC.

pedaling, and when set it continues in effect at equal pressure until released by forward

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pedaling. The brake can be regulated according to weight or inclination of rider, or can be locked out of action entirely when desired. Should the chain break going down a hill the brake sets automatically.

The Doolittle company is equipped to furnish barrel hubs, finished and complete, and fitted with this brake. It will soon be in a position to furnish the brake so that it can be adjusted to almost any standard bicycle in the market. The price is \$5.

TRADE HAPPENINGS

Albany, Ga.—Arrangements are being made for the establishment of a bicycle factory in this city.

Amesbury, Mass.—The Eastern Cycle Mfg. Co. is reported to have made an assignment.

Atlanta, Ga.—Willingham & Castle, bicycles, are reported to have sold out.

Boise City, Idaho.—Elmo Gordon & Co. have given a bill of sale to their bicycle business in this city to C. R. Hildebrand.

Cleveland, Ohio.—A permit has been granted the Grant Ball Co., to erect a factory for the manufacturing of ball bearings.

Cincinnati, Ohio.—Shaw & Davies, bicycles, reported to have made an assignment.

Cincinnati, Ohio.—The Cincinnati Cable Cycle Co. has just been organized in this place. R. Meiser will have charge of the factory.

Chicago, Ill.—The Chicago Combination Machine Co. made an assignment. It has carried on business at 28 West Washington street for three years, dealing in and manufacturing bicycle supplies. The assignment was caused by poor collections. The officers of the company are A. W. Wilson, president, and Roscoe W. Fulghum, secretary.

Clinton, Iowa.—H. J. Rumble & Sons, dealers in paints, oils, wall paper, and bicycles, have made an assignment, with assets of \$4,567.44 and liabilities of \$2,132.24.

Denison, Tex.—The bicycle firm of Hutchinson & Robinson has been dissolved, and J. D. Hutchinson will continue the business alone.

Des Moines, Iowa.—W. P. Chase has opened a sporting goods and photographic house, and will deal in all kinds of sporting goods and also bicycle sundries.

Ft. Wayne, Ind.—The Elektron Cycle Co. was incorporated for \$50,000 to manufacture bicycles. Incorporators are: R. T. McDonald, J. H. Bass, and E. J. Hawthorne, and the principal office will be at Ft. Wayne.

Framingham, Mass.—Merrill & Ridlon, cycles, are reported to have dissolved partnership.

Fort Wayne, Ind.—The Randall Cycle Co. has made an assignment with liabilities of \$15,000 and assets of \$12,000.

Hackensack, N. J.—Kirby & Cane, bicycles, reported to have dissolved partnership.

Lebanon, Pa.—Clapp Bros., sporting goods, are reported to have dissolved partnership, Clapp continues.

La Crosse, Wis.—R. L. C. Holbeck, bicycles, etc., is reported to have recorded chattel mortgage for \$1,000.

London, Eng.—Twenty-one bicycle firms have joined the Employers' Federation, and notices have been posted in their shops discharging twenty-five per cent of their employees who belong to the Society of Amalgamated Engineers.

Lansing, Mich.—Jewett & Harp, will build a new bicycle store on Ottawa street.

Minneapolis, Minn.—Daniel Buck, bicycles, is reported to have given a bill of sale for \$200.

Milwaukee, Wis.—J. A. Rappel, bicycles, is reported to have made an assignment.



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ROTHSCHILD

to always "get the best"! This was not merely the maxim of a man who could afford the best, but the settled policy and aim of a pre-eminently successful man. The natural suggestion to the wise bicycle manufacturer is

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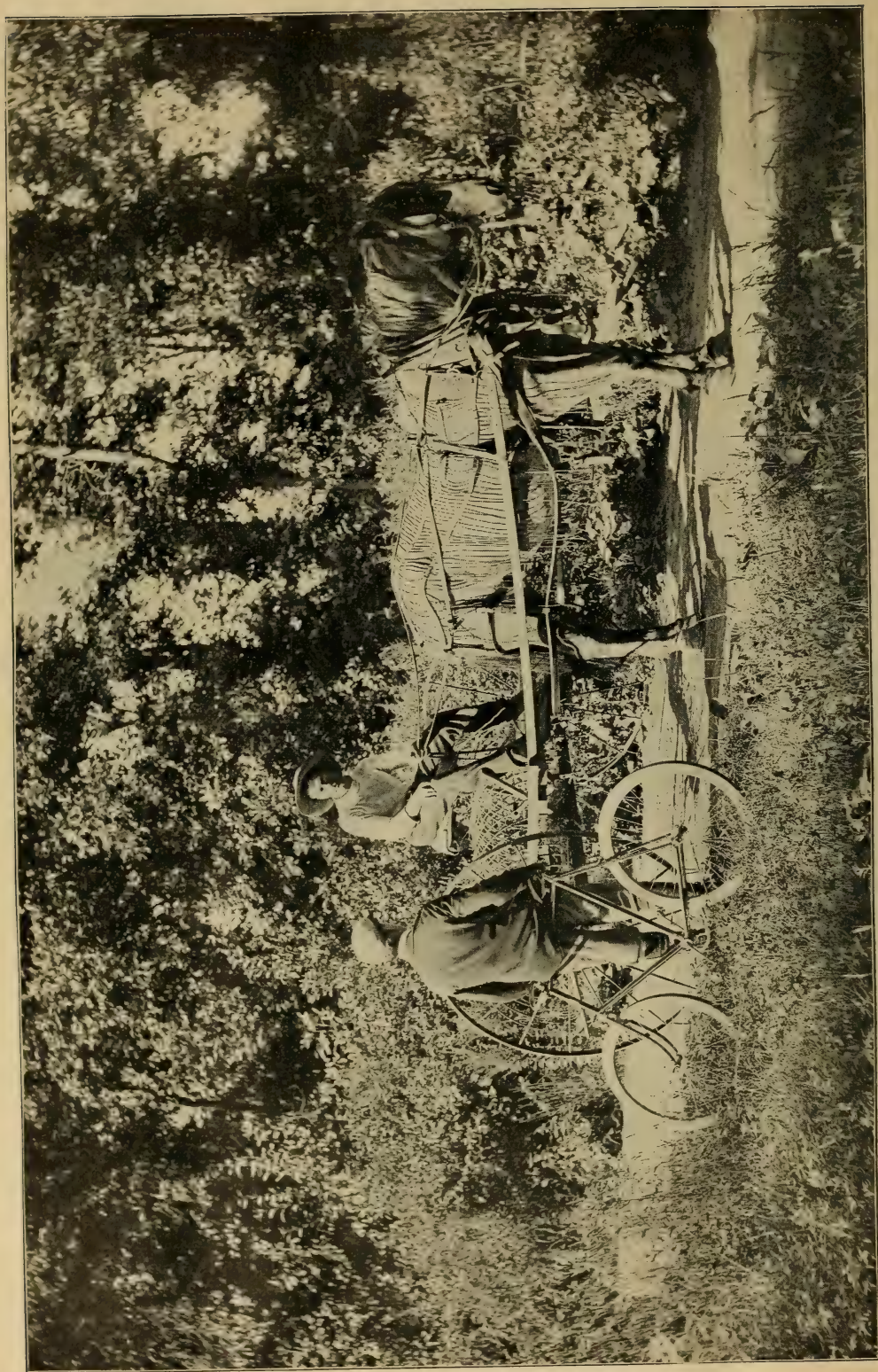
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"WHAT'S ONE OF THEM THINGS COST?"

Photograph by F. T. Harmon.

BEARINGS

VOL. XVI

CHICAGO, AUGUST 12, 1897

No. 2

FROM LONDON TO PEKIN AWHEEL

By William J. Reid

CHAPTER VIII



Instead

of fortifying myself for the difficult ride through Ardabaijan and Irak Ijami provinces by the week's sojourn that I had planned in Sakis, the fact that the weather held good prompted me to abridge the distance of some three hundred miles to Kasbin, threading through the very wildest part of the Elburz mountains, before it should suffer a change for the worse, and render progress difficult or perhaps impossible. Therefore, at

the end of the second day I left behind its mud colored walls and dingy buildings for the fortnight's mountaineering.

The first day's essay carried me over a stony plain as far as Kurghurd, but as it had come up bitterly cold I was willing to forego a too severe scrutiny of its miserable chappa khana. "Tres meses invierno, nueve meses inferno" (three months winter, nine months hell) is the ex-

plicit method adopted by the Spanish to describe the vagaries of the climate of Madrid and the same thing may be said with even added emphasis concerning Persian climatic conditions. The keepers of the khanas can not be placed above the ordinary population of murderers and robbers, nor was mine host at Kurghurd an exception to the rule, for during the evening a large party came in, laden with boxes and harness, and leading several pack mules, which I doubt not were the fruits of victory of a raid on some passing caravan, and he received his share of the plunder. They evidently were not over anxious for my presence and cast no friendly glances in my direction, but whatever may have been their hostile thoughts or intentions they did not carry them into effect.

Having faced the terrors of the caravanserai of the night before and likewise the villainous guests of the khan, I felt that I had done all that duty or necessity required and turned my face and wheel once more to the eastward. As the country ahead bore the evil repute of being overrun with robbers, I was not sorry when leaving to find that I was to be reinforced by a couple of young Turks who

were journeying as far as Karagol, a week's riding from Sakis. With the addition of a couple of sturdy zaptiehs we made quite a formidable appearance, perfectly able to resist any small bands of nefarious characters with whom we might come in contact.

The country ahead looked far worse on paper than when met with, for, although more or less hilly it was far from being stony and inhospitable, giving every evidence of extensive cultivation carried out in a systematic manner and with some chances of success. In such surroundings it was only natural that the towns and villages should be above the average, and so we found them to be, and in cleanliness and general attempt at some form of symmetry they reflected the nature of their inhabitants, for the Kurds who congregate in the settled portions are as different from the lawless mountaineers as chalk is from cheese.

About the middle of the afternoon, and shortly before reaching Kadish our surajee who was riding some distance ahead shot a small deer but before he could reach the quarry an agile Kurd came bounding down the rocky face of the hills claiming that the game had fallen by his shot. As there was but one wound and the fellow had no gun there was no doubt but that he was lying and the surajee promptly refused to allow him to carry off the prize. The Kurd immediately let loose a torrent of abuse, which the surajee, now thoroughly aroused, resented by running at him, and being a larger and more powerful man he gave the aggressor a sound beating. The latter went away vowing vengeance, and fearing that he might go to some nearby village and with reinforcements start out in pursuit we hastened along and passing through the outskirts of Kadish we pushed on till shortly after night-fall when we came to the considerable

village of Nusan. The kahia, or headman, learning of our arrival promptly invaded the chappa khana and hustled us off to his own abode for supper, and accompanied us for some distance on the road the next day.

Soon after leaving Nusan the route took us among the highest part of the mountain range which we had been ascending since leaving Sakis. We escaped the tedious ascent of the higher peaks by plunging through deep, dark ravines, which necessarily rendered progress slow. This in turn gave way to the open country once more, and merging into a broad, well-cultivated plain, it was to see tracts covered with ripening crops of barley, alternating with rich meadows, affording pasturage for countless herds of fine cattle, much resembling the provinces along the banks of the Tigris near Mosul. For two days our way lay through this pleasant vale, the whole distance to Yengidsha, the almost adamantic firmness of the plain bed, covered with shortly cropped grass, enabling me to wheel along at a considerable pace.

Shortly before reaching the latter place, toward sunset, we came upon a tolerably large caravan with some thirty or forty mules. It was just growing dusk, and, our approach being misconstrued, on drawing nearer we found the mules formed in a circle and the men, guns in hand, ready to receive an attack, imagining us to be a band of robbers.

Instead of camping after night had fallen we pushed along for the dozen or so miles remaining to Yengidsha, and as we drew near the town, our strength having been swelled by the two score or more members of the caravan, we heard the bells tolling and some shots were fired in our direction from some outlying houses, and drawing still nearer we saw that the whole of the inhabitants of the town were out, positioned and armed,



"We came upon a tolerably large caravan"

to give us a warm welcome, a repetition of our experience, mistaking us for robbers. Matters were soon adjusted, however, and the whole affair served as a subject for general merriment, and, although for the life of me I could not see the possibility of anything suggesting humor in a most ticklish situation, where unawares we were liable to be stretched low by a stray bullet, I did not allow this to interfere with my acceptance of the pasha's invitation that with my Turkish companions I should spend the night with him. He proved a most agreeable host, and having served through the Crimean and Turko-Russian wars, although a Persian, he entertained us with anecdotes of his own personal experiences with an ease and unostentation that was decidedly pleasing after one had become accustomed to the egotistical braggadocio of the average Turk or Persian.

He had heard of America, but to a Persian the whole world is summed up in Persia, and I fear that I rather fell from grace when I belittled its importance when compared with the land of the free. After this he evidently decided that I was too lying a dog of

an unbeliever to question to advantage further, for he remained silent the rest of the evening, surly and morose over the manner in which I had slandered his country.

We remained at Yengidsha until noon the next day, as there were but about twenty-five miles remaining to Karagol, which was but an afternoon's riding. Leaving this town we were practically out of the country of the Kurds, without having encountered any serious dangers, but what pleasure could be found from this fact was rather meager, for if we had left them behind it was only to exchange them for the Persians, who, if they are not so aggressive and bloodthirsty, are somewhat more than their equals as thieves.

The population, such as it is, has a well fed look, and men, women, and children, are comfortably clad, while the climate is at all times equal to that of any other part of the world. But in spite of all these advantages the country is greatly underpeopled, mainly through the prevalence of disease, the natives not having the faintest ideas as to the methods of combating sickness. Illness, which if

allowed to run its natural course might be only a slight one, by improper treatment is often aggravated into a serious malady, which is transferred to others and kills off the population by the scores and even hundreds.

I had a practical illustration of this kind during the day's riding, for passing through a little village we came upon a man buried up to his neck in the earth, under the broiling hot sun. We learned from the villagers that he had been suffering with severe pains in his head, and that this infallible method had been adopted to drive the evil spirits out by the sun's rays. On our arrival the unfortunate was raving like a madman. In an effort to cure what had been perhaps but a trifling headache or a touch of the sun, this treatment had undoubtedly driven him insane. I could not endure the sight of his agony and ordered him dug up and taken to a cool place in one of the houses, advice which was met with a flat refusal to allow him to be removed, a refusal which his own relatives shared, and seeing that if we were to essay the task ourselves that trouble would ensue we left the poor fellow to the tender mercies of his people and went on.

After winding for some hours among the hills we began to descend for a few hundred feet, and thence once more the plain came into view, with the stream of the Kisu Usen rushing along on its way toward the Caspian. We soon got a view of Karagol, built on a slight eminence some fifty or sixty feet above the bed of the river plain. Upon entering we found, that, like the surrounding country, it savored of thrift and progressiveness, the houses for the greater part being substantially built of stone with even an attempt made at decoration, while the shops and bazaars presented an unusually busy appearance.

Our entry was likely to have been accompanied with serious results, for our surajee was mounted on a vicious and restive Arab pony and ran over an urchin who stumbled in his path. The latter was evidently more frightened than hurt, for he ran bellowing away, soon to return with his father, brothers, and quite a horde of the town rabble, who demanded that we should pay "backsheesh." The surajee, however, was not disconcerted, for one of the natives attempting to restrain his horse by seizing the bridle, he jumped off and gave the fellow a most finished and thorough pommeling. The injured party returned to the crowd with all the bravado taken out of him, and with two of their number now having suffered damage at our hands they were doubly furious, and at once started the usual mode of attack by throwing stones and refuse. One of my Turkish friends suggested that we charge them, and doing so we found their courage as vapid as that of their assaulted member, for they fled in all directions as if a thousand devils were in pursuit.

We found the caravanserai a first-class place, kept by a thieving old Persian, who welcomed us with much obsequiousness, and at once sent a notice to the governor of our arrival, which had the effect of bringing that worthy to call on us right speedily, and who learning of our reception into the town waxed wroth and vowed that if we would point out any of the offenders he would have them whipped to such purpose that they would never molest strangers again.

Here for the first time practically I was enabled to see the great strength that Russia has been constantly developing in Persia, for Karagol was full of Russian merchants, bankers, traders, and military officials, if not rulers in word, surely so in spirit, and who, in case of necessity, would be able to dispose of the native popula-

tion without any great degree of trouble.

It was with illy concealed regret that I bade adieu to my Turkish companions de voyage at Karagol, and after a day's halt ventured on the remaining week's ride to Kasbin. The road for the whole distance between the two cities lies through a high plateau, separating the ranges of the Elburz on the eastward side toward the Caspian from the Pushti Koh ranges on the Kurdestan border. I felt rather disconcerted to find myself traveling alone, but with the knowledge that the country was free from dangerous characters, at the conclusion of the day's riding to Majure I had forgotten that I had ever journeyed otherwise.

Majure was nothing more nor less than a dirty chappa khana and the inclosure was littered with mules, while the khana itself was overflowing with filthy looking drivers and herdsmen. At the gateway of the khana as I drew up the landlord, a tall Persian, dressed in blue cotton robes, who was awaiting me, literally gathered me up in his arms and showed me into a little room, much resembling a dungeon, which was to serve as my apartments. It was the only one he had left and one only used for distinguished guests so he informed me, and although it was bad enough I found that I fared better than when relying on the kindness of khan keepers whom I had met before.

I was determined to reel off the score of miles to Ainjan as speedily as possible, so I was up early in the morning for a sharp dash across the plateau, before the sun had come out with any considerable force and rendered progress toilsome. I had been on the road but a couple of hours when rounding a sharp spur of the hills I suddenly came upon a party of some half-dozen far from peaceful looking characters, armed to the teeth. It was impossible to think of

concealment and it was equally as useless to think of fighting, for they outnumbered me six to one, and I quickly calculated that whereas if I submitted tamely I might get along with being robbed, if I made any show of resistance my fate would be sealed for good. As they reached me therefore I stretched out my hand in the utmost good fellowship and as if unaware of their true character.

I do not know whether it was my unmitigated "gall," as the vernacular hath it, or the idea that with my bold show of assurance and no sign of fear that I had some hidden power at my command in my wheel, for instead of seizing me at once, as had doubtless been their first intention, they gathered round me in surprised and awkward silence as if nonplussed by the uniqueness of my reception, for to welcome a robber with a friendly front when he is intent on injury, may well be puzzling to a mind so used to an entirely different one. With this first effort successful I did not halt to allow its potentiality to vanish but rattled on in an aimless manner all the nonsensical and disjointed phrases that came into my head. The tension was awful. I do not know what I said, nor did I think at the time what the ultimate ending would be, I only know that I thought merely of the present and of a desire to keep up the almost mystic spell which I was holding over them, which was liable at any moment to pass away and leave but a hard, cold reality.

I do not know how long I should have prolonged this serious farce or what would have been the ultimate ending of the situation, had events been allowed to shape their own course, but suddenly there was a sound of hoofs striking on the stony surface of the narrow gorge ahead and with a shout of terror those around me flew to escape, but to no purpose, a small detachment of sol-

diers had them penned like rats in a trap, and if the Kurds believe in killing those whom they rob for the reason that the dead tell no tales, the Persians undoubtedly believe in the maxim that dead robbers can never work harm again. I had scarcely been aware that the skirmish was begun than it was all over and the country rid of six rascals who would never trouble travelers more.

The commandant of the detachment was a fine looking pasha, with a most expressive face, although with traces of cruelty and somewhat sinister looking. Like most of Persian military and governmental officials he was able to speak a little English and I could well understand his antipathy to brigands when he informed me that his father, mother, and all his brothers and sisters had been massacred while passing through this same district and that he had given himself up to the occupation of systematically ferreting out and killing every one he could find.

Leaving the dead bodies in the road, over which a dozen vultures were already circling, as a warning to others he resumed his march to Karagol, and after impressing on him my hearty thankfulness for his timely appearance, I was awheel once more, and traveling the remaining distance across the plain, arrived at Ainjan at ten o'clock, if little the worse for wear in body, effectually fagged out in spirit from the exciting episode of the morning. I found it a very unpretentious place, built of mud and sun-dried brick, and with a khan of the most miserable kind. I had not as yet had breakfast. Calling for this necessity, I fared passably well on the remains of a tough old pullet and some even tougher bread. Resuming the road, I had scarcely quit the town when it started to rain, and I was half-minded to turn back, but pushing onward I had the pleasure of seeing it brighten up once more after

a couple of hours of this dampening performance.

My route now lay to the southeastward to Sultanieh, a ride of forty miles, with the country giving appearances of being thickly inhabited at every step. During the latter part of the afternoon I passed by clusters of low huts at frequent intervals, but, as they presented far from a hospitable appearance, I chose rather to ride on for a few miles more until I had reached a small village that I could see from a slight eminence some three-quarters of a mile ahead. Reaching it at last I found it even less inviting than Ainjan, which I had left, but, as it was impossible to go on, I rode into the chappa khana, a long, mud-built structure, the best part of which proved to be a stable. But there was at least the solace of a fireplace where I could dry my clothes and warm my chilled person.

I was soon joined by the head man of the village, a venerable patriarch, who looked as if he might have reeled off the century mark of life's milestone. He had come especially to see me, with the belief that I might be able to cure him of some of his many ills. I regretted that my knowledge of medicine was so limited, but knowing full well that if I refused to treat him he would lay it to a churlish nature, I drew out some quinine which I had brought along in case of fever and mixed him up a strong concoction of the powder with some water. He drank it down with a wry face, and I was waiting to see the result when he fairly beamed all over, and if I had allowed him he would have folded me in his arms and embraced me bodily. I had had serious doubts as to the efficacy of faith cure before but as an example of speedy recovery, whether imaginary or real, this was surely the most marvelous that I had ever witnessed or heard of, and I verily believe that he did believe himself better and



Driving the evil spirits out.

that my medicine had cured him, for he went outside and told every one that the wonderful stranger had given him a medicine that had made him well.

The effect of this announcement was to increase my prestige at once, and likewise my practice, for immediately the sick, lame, halt, and blind of the whole village had flocked to the khana praying to be relieved of their ailments. As with this general desire for quinine I saw danger of my little stock soon giving out, I adopted the easier method of giving them each a glass of water, and having swallowed this I found that my curative principles had worked marvelously, for in the short space of my stop I had more or less cured every one in the place.

So much for the results of conviction. I doubt if many or any had

anything the matter with them, but it was agreeable to fancy that they had some ailment and then to have the satisfaction of having it cured, and as, the operation had cost me nothing more than a little time and patience, I was perfectly satisfied with my labors in the heretofore untrodden field, that of a modern Esculapius.

The country remaining to be traversed to Sultanieh extended in the form of a brown pebbly slope, forming a gentle gradient for nearly the whole distance, behind which the mountains rose abruptly to the snow limit. As I drew near the latter place about noontime the coolness of farther back had given way to a balmy temperature which made riding less toilsome and more expeditious. At no previous time in my whole journey had my wheel excited such

curiosity as among the groups of villages through which my route lay for the whole distance, the inhabitants rushing out of the houses and leaving all other employment to run after me for miles and until I had distanced them by forced bursts of speed.

The town of Sultanieh is closely surrounded by a high wall, above which nothing was visible but the dome of the small mosque, which for all the world resembled the storied roc's egg of Sinbad fame. The chappa khana and caravanserai were the only buildings outside the walls. On nearing the gates of the town I came upon a party of three priests, all mounted on white donkeys which unceremoniously took fright as soon as they perceived me advancing toward them a wheel, throwing two of Allah's servants heavily to the ground, while the other scampered over the plain with his portly burden for some distance before he could be brought to a halt. I had expected that I should surely experience some trouble from this incident but the priests were good hearted enough and finding that there were no bones broken, and their bruises nullified by the novelty of viewing my wheel they remounted and I rode into the town with them, a most politic move on my part, as I soon found that the townspeople were not over friendly, but with the fact in mind that I had entered in the holy light of the priests they dared not molest me.

I did not put up at the caravanserai, because of the very good and sufficient reason that I had only been in the place for a few minutes when I met a jolly Caledonian, who even out here

in the wilds of Persia had the air of his native heaths and lochs clinging to him. He served in the dual capacity of telegraph inspector and general English agent for the district and he evidently found life in the country monotonous, for he confided the fact to me that he had been there for fifteen years, "with never a run home," and with the remembrance of this shocking condition of affairs he did not let the remembrance of his own ills and wrongs relapse, but during the evening treated me to a general berating of Persia, people, country, institutions, and all that was quite edifying. He seemed, however, to be quite the big gun of the place, even greater than the governor himself, of whom my companion's opinion was expressed in a most contemptuous sniff, and the weighty information that he could turn that mighty official around his little finger.

The next morning, before I left, I received a visit from his excellency, who notwithstanding the opinion of the Scotchman I found a really educated and progressive official, who constantly bemoaned the fact of the spread of Russian influences and the sad outlook for the future. He could speak French a little but did not care to commit himself in other than his native tongue, so our interview was carried on in Persian, our mutual friend, the English agent, acting as interpreter. He manifested great interest in my account of how events were progressing in Europe, although the news that I had to give him was now five months old and the character of events might have entirely changed for aught I knew.

(To be continued.)



Treat the Riders Better.

"Because of a growing tendency which, unless checked, will inevitably result in a largely decreased attendance of the most desirable class of racing men at the various meets throughout the country, it may be well to notice the treatment accorded the riders at the late national meet in Philadelphia, and which, except for the large numbers in attendance, is a fair illustration of race meets as at present conducted," said James Peabody, father of Chicago's crack amateur, after the races.

"From a spectator's standpoint the conduct of the meet was ideal; the immense crowds in attendance were superbly handled and without the least friction; the policing of the grounds and track was perfect, while the management of the races was beyond criticism. Indeed, from Chairman Mott, who, as referee, permitted nothing to escape his eye, down to the lowest official, nothing was left to be desired. Of course, some errors of records were made, but in the whirlwind finishes which were almost universal throughout the meet the wonder is that not more mistakes were made. Commendation, however, must stop at this point, for when it comes to the treatment of the

riders off the track nothing but the severest censure is appropriate.

"The training quarters provided were wholly inadequate for the numbers present, while the accommodations for the riders for viewing the races were simply abominable. The paddock, in which place only were they permitted to go, was a narrow inclosure about 15x75 feet, located in front of a portion of the grand stand; and during the second day even a portion of this was fenced off for the accommodation of outsiders. In this space there were two rows of benches, but because the riders found that in order to see over the front row of persons standing at the rail, it was necessary to stand on these benches, the management tore them down. It is not difficult to imagine the discomfort incident to the crowding of over 500 people into such a place, especially when a passageway through the crowd must be kept open through which the riders and their attendants could pass to the track.

"To make the matter still worse, the police, under the instruction of the local managers of the meet, were unnecessarily arbitrary and offensive, driving the riders like cattle and threatening to exclude any one from

the ground who made a protest. Many of the riders declared that nothing would ever induce them to visit Philadelphia again, Tom Eck stating that he would never send another rider there even if they offered him \$1,000 per day. Had there been any necessary reason for such circumscribed quarters or offensive treatment some excuse might be offered, but there was none. The entire center of the oval inclosed by the track was vacant with the exception of the officials' and band stands, and in this space was abundant room where, without in the least obstructing the view from any portion of the ground, riders could rest at ease and at the same time view the races. For this condition the local race committee must be held responsible, and the result will be that self-respecting riders will be very apt to give Philadelphia the go by at future meets.

"The Philadelphia incident would not be deserving of so much space were it not that, as I have already stated, it illustrates a growing tendency on the part of race meet promoters to ignore the rights of riders. If cycle racing is to retain its present high standard and maintain its standing as a gentleman's sport, better treatment must be accorded to those who only can maintain such a position. A large majority of the riders at the present time will not long submit to such treatment as is now too often accorded them. Particularly is this true of the amateur class, which furnishes the largest number of riders. These men pay their entrance fee, which at the Philadelphia meet averaged \$3 each, but are afforded less opportunity to see the races than is enjoyed by those who simply pay twenty-five cents to enter at the gate.

"I hope that race meet promoters, on having their attention called to the matter, will do their utmost to correct the practice, which somehow

has become almost universal, but if not, the riders should take the matter into their own hands, and as at Louisville in 1896 and at some other places, refuse to go upon the track until suitable accommodations are provided."

Hamilton's Mile Is Hard to Beat.

A party of wheelmen were talking over the many attempts that have been made to lower the mile record of W. W. Hamilton, made at Coronado, March 1, '96, which has stood ever since although many have gone for it. This record is 1:39 $\frac{1}{5}$. Kiser was within four-fifths of a second of it, and on several trials had it safe at the three-quarters. Kiser really rode one mile in 1:32, but it was not official. John S. Johnson was also within four-fifths of a second of the mark, and also had the mark safe at the three-quarters on several occasions. Kiser lowered the third and half-mile records, and Randall the quarter-mile while training for the mark. Johnson lowered all three marks and the two-thirds and three-quarters in his trials. But neither of the two great riders secured the coveted mile record, considered to be worth, at a low estimate, \$10,000 to any maker. Certainly the cost to the employers of Kiser and Johnson was much greater than this amount in either case, and failure was met with, although many other important marks were lowered.

Kiser made sixteen trials for the mile, and Johnson made ten trials. Kiser made three trials in one day that went below 1:42, and Johnson duplicated the performance in one morning, going in 1:40, 1:41, and 1:42; yet they did not get quite to 1:39 $\frac{1}{5}$, four fifths of a second under both of them. There were many combinations of circumstances to prevent. Both men, Kiser in the spring of '96, and Johnson in the fall of '96, had pieces of bad luck that were remarkable. Kiser had made two attempts at the record and

Trainer Stackpole asked him to go the third time. Kiser did not want to, as he said the backstretch, against which ran the tide in the bay outside the fence, was soggy. Gleezen instructed the sextuplet team pacing to start at the three-quarters and to give him a greater start. This they did and time was caught at the three-quarters by one of the timers, not officially, however. The quarter was made in :22 and at the three-quarters he had done 1:10. He made the full mile from the three-fourths to the three-fourths in 1:32 and covered the mile from tape to tape in 1:41, making the $1\frac{1}{4}$ miles in 2:03, a record in itself, but not official mile.

On the New Orleans quarter-mile track, Johnson had made a number of unsuccessful attempts at the mile and had decided to go for the two-mile record. The sex was to take him the first mile and started with a quarter in :24. The second quarter in :23 brought the half to :47, and Eck went crazy with his mouth at the megaphone. The third quarter in :23 brought the three-quarters to 1:10 and Eck was a wild man dancing a hornpipe. Triplet and quad stood at the head of the stretch ready to pace the second mile but could not be gotten under way and the sextuplet died, doing the fourth quarter in only :31, making the mile in 1:41. There were two men in New Orleans very sick that night, Eck and Johnson, just as Kiser was a sick man the night after his great ride at Coronado.

"Billy" Young as a Trainer.

"Billy" Young is probably one of the greatest trainers the world ever saw, for "Billy" is not only a trainer who knows his business but a man who "jollies" his charge to the highest pitch and gets more out of him than could almost any two other trainers. This, in brief, is the consensus of opinion of many, and the truth is not far off, either. Young's record has been a most excellent one ever since

he started out in his chosen profession. His first work of merit was in the fine manner in which he brought the veteran Charles Murphy to the front, or very near to the front, in '95. Murphy had done absolutely nothing when Young took hold of him in July, but began winning and won steadily under Young to the close of the season.

As an example of the work of the man may be cited an instance at Lincoln, Neb., after Murphy had been winning for a long time. Murphy claimed that he would be unable to ride the next day as he was feeling stiff and sore. This was on Sunday, and Young took his man to their room. Three hours later the two were found together in the room and Young had been rubbing vaseline into Murphy for the three hours. After dinner Murphy was again taken to his room and given a hot bath, after which for an hour or two an alcohol rubdown was given him. He was then put to bed and the next day he beat Bald and Cooper 100 yards in a mile race in one of the best sprints of the year.

Young has been with George Rupert each spring for some years. Rupert is the son of the millionaire distiller, and is the last man in whom speed would be looked for. He has nevertheless made a long black mark for himself on the ledger of fame under Young's training, but inasmuch as he accomplished his object in winning the inter-collegiate championships, the work of Young may be said to have been a success. Rupert was a society man and had little head for race work. Young took this as a fact at the outset, and trained his man for speed more than for head work, making him so speedy that that alone would win at the right time. His judgment was then shown to be good.

Young had Arthur Gardiner at the close of last year, and Gardiner made a fine showing the first month after Young took hold of him. This trainer

is a constant and energetic worker, and is one who is never discouraged. His charge is his first thought, and he works with a will and a purpose that means much to a man in racing. The daredevil determination of men under Young is always noted, and the services of the man are always sought at the outset of a new season. Young had the victorious N. Y. A. C. team on the New York state circuit last spring.

Michael Has Troubles of His Own.

It is really amusing how little Michael will get into trouble on account of his size. The trouble does not come as trouble comes to some people. It was at Charles River park the day before the tournament of May 28 last and Michael was just coming out of the track inclosure.

"Here, boy," shouted a portly gentleman, "I want you to go to Brooklyn with this letter. I'll pay you liberally for it."

"But I'm no errand boy," returned Michael.

"I know, I know, but then you've got a wheel and might just as well make a little something. Come on, now, that's a good fellow, and take this letter for me. There's money in it for you."

"But, I tell you, I'm no errand boy at all, you know, and I don't care to go out there with any letter."

The gentleman wanted to discuss the question and it was only when some one of the racing men came out and spoke to Michael by his real name, that the little Welshman became known to the man who was seeking his services as an errand boy so enthusiastically.

"So you are Michael. Well, now, I am a Welshman," said the fellow in surprised tones. "Come on with me and have some wine. I have two friends with me and want you to meet them."

A round of introductions followed.

"I don't drink wine," said Michael.

"But have a lemonade."

"I don't drink lemonade either when in training," said modest Jimmy.

"Have something—have anything—it is my treat and I want to right this matter."

"There's nothing to right," returned Michael as he started away.

From that time there was an enthusiastic quartet in the stand every time Michael rode. It was the Welshman and his friends watching their errand boy at his work.

While training at Manhattan Beach, Michael went into Brooklyn for a Turkish bath. Entering the bathroom, he took a seat quietly and modestly, waiting for the attendant. What was his surprise to hear one of the men in the bath say:

"Here, boy, just bring me a glass of water and be quick."

Michael was still looking, wondering, at the man, when a second gentleman in another part of the room called: "Just bring me one at the same time."

"But I am not working here," said Jimmy.

He had been in the place but a little while longer when another man shouted, "Here, kid, bring me some towels, and be quick about it, too!"

The middle-distance champion of the world was kept busy explaining that he was not one of the attendants or an errand boy.

NEW YORK NEWS NOTES

Mayor Strong Refuses to Sign the Road Rule Ordinance—Stein, the Frenchman, in America—The Characteristics of Schrader, the Amateur Champion of the World—Americans' Chances in France

New York City, Aug. 9.—During the recent meeting of the board of aldermen Mayor Strong absolutely refused to sign the new road rule ordinance which the L. A. W. has induced the board of aldermen to recommend. The mayor objected to the clause which permits wheelmen to push their wheels along on the sidewalk where it is impossible for them to ride in the street, and held that since the courts have decided that a bicycle is a vehicle it would be impossible for him to sign for a clause permitting bicycles on sidewalks. Several of the aldermanic members took a different view of the matter, some holding that toy carts and baby carriages properly defined would have to be excluded from the sidewalks under the same clause which would forbid bicycles being pushed along by dismounted riders.

Stein in America.

Kiser, Gardiner, and the other cracks who competed in the recent races of the Riverside Wheelmen, were sitting together in the reading room of Hotel Everett, when the unmistakable melody of the Gallic tongue, pronounced with the elegance of a Parisian gentleman, sounded in the lobby like an artistic protest against the sinewy, cast-iron national circuit English of the speed merchants in the reading room. Monsieur Pognon and Monsieur Stein were talking. M. Albert Stein is the Frenchman who won the Bol d'Or this year, displaying such speed qual-

ities in this race that M. Pognon offered to take care of him should he come to this country. So M. Stein came, and he is now in the same boat with M. Lesna, M. Pognon taking care of both for the future. As a trainer of stayers, M. Pognon can not be beaten, and he had the following to say about Stein, his new charge:

"This man has really not achieved anything beyond winning this year's Bol d'Or and yet he is a great stayer. The trouble is, he has not been properly cared for, and for this reason he has not been able to assert himself very prominently until recently. With the very best of care I expect to have M. Stein fit for the long marks and I am confident he will prove a great winner."

M. Stein stood by listening, but as he does not know a word of English there was a puzzled look on his face. And, by the way, that face of his does not really belong to a racing man. You would think he had changed faces with some tanned, sandy-moustached, light-haired, blue-eyed naval officer.

Talking of a French Invasion.

Bald and the other cracks had been talking of going abroad down the beach,—there is, as you know, a general disposition among our men to turn their thoughts foreignward after the national meets—and a Bearings man touched M. Pognon on the subject: "Would it be advisable for men like Bald, Kiser, and Gardiner to go abroad this fall?"

"Non! Non! Non!" cried M. Pog-

non. "It iss ridiculous. Don't you see, the winter over there iss raw, iss cold, iss—oh! awful, monsieur. C'est impossible! The Americaines coming over there now would never get into treening, never, never, never! L Hiver c'est detestable a Paris. Your, men must go in March and stay, stay' stay all the year like Zimmerman and Banker."

"That's quite true M. Pognon. But don't you think our men could go over there now and train up for the indoor season with a chance of success? You must remember our winter is a great deal fiercer than the Paris winter and our men make fast time in spite of it indoors."

"Non, mon amis! that will never do. Not in Paris. Non, non! The tracks are cold, the thermo-meter stays too high for good treening. No, it would never do."

If M. Pognon stays over here long enough to get a taste of our winter he may possibly change his ideas. It was pretty warm when he came, but if he stays till January he will find that while we have got an Italian summer here as far as heat is concerned, we are also capable of withstanding the rigors of a winter that is almost arctic in some places.

The Amateur Mile Champion.

Edwin Schrader, the young Dane, who captured the amateur mile international championship at Glasgow is a very interesting sort of fellow. The papers have been misspelling his name as "Schröder" and some have stated that he is the champion of Denmark. This is not so. Edwin never won any kind of championship in fact, and that is where the funny part comes in. He has frequently beaten champions like Sven Hansen, Watson, Henie, and Ingemann Peter-son, the latter of whom has been

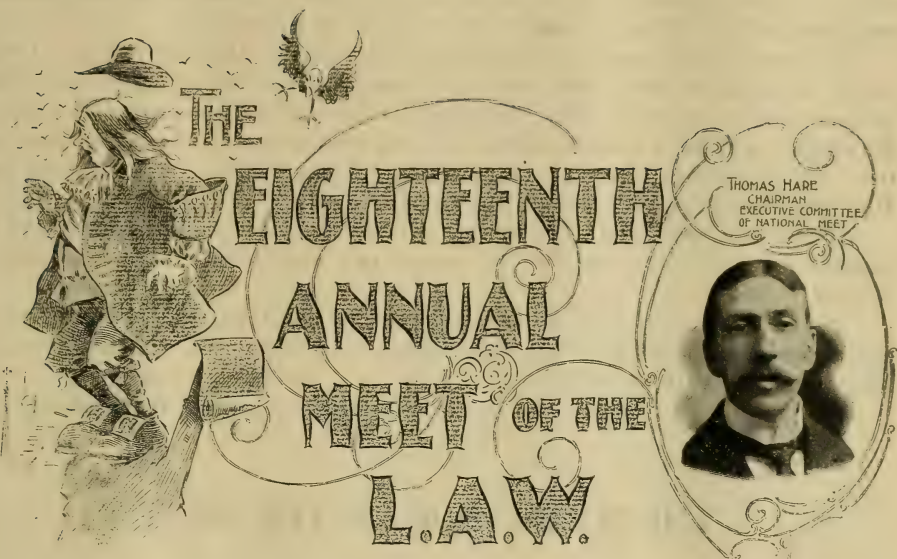
Johnny Bull's mile champion three times in succession, but he himself has never won a championship before. The writer has heard Schrader swear at his bad luck on occasions where it really seemed as though he was followed by a cycling Nemesis. Ingemann and Sven would nip the laurels at the tape in every championship event, no matter how many times Edwin had showed them his rear tire in ordinary races. He always had the speed, the heart, and the powder that goes to make an unfailing winner, but he has not been among the champions until at present.

Schrader's Characteristics.

Schrader's best race is a slow three-minute mile, full of head work and change of position with a heart-breaking final dash for the tape on an 84-gear. He would be run off his feet if he had to follow a 2:05 gait, but he can hang on and beat out hardier riders than himself in the final sprint. In 1895 in Denmark he acquired fame as a tandem rider. Lawrentz took care of the rear seat for him, and the combination proved invincible.

Schrader is about twenty-three years of age, of middle stature, has a rather weak trunk compared to his plump legs and hips, which are not without graceful lines. He always rigs out in a plain white racing suit, sticks his elbows out when sprinting, and is noted as a careful though hot-headed rider. He comes of a wealthy family, and is an amateur to the backbone. With Sven Hansen on the retired list and Ingemann a professional Schrader is undoubtedly the fastest man in Denmark at present. In the quarter-miles he has to look out for Nord, though, and Dahl has robbed him of many an important five mile grind.

J. H. W.



Over 15,000 Visitors at Philadelphia Last Week—The “Hottest” Time in the History of the League—Entertainments and Runs Galore—Every One Enjoys Himself—Two Days of Fine Racing—Loughead Surprises the Knowing Ones by Capturing Two Championships—Kiser and Mertens the Stars on Saturday—Neither Bald, Cooper, nor Gardiner “In It”—Surprising Showing Made by the Amateurs

My dear readers:

Philadelphia, Aug. 7, 1897.

As you have doubtless surmised, I am going to give you a little idea of this, the eighteenth annual meet of the League of American Wheelmen. I am not as old a rider as many who are here and yet I have attended league meets since the L. A. W. was a comparatively small body and with due respect to all other cities that have entertained the national body, I can truthfully and unreservedly say that this is the greatest of all league meets. I am not unmindful of the “warm” time at Hagerstown in '89, the bountiful hospitality of Denver in '94, the great reception at Louisville last year, nor of any of the meets since '89, all of which had their enjoyable features. In the years to come there will be those who will have happier recollections of other meets than that at Philadelphia, but, taken all in all, I do not believe there has been a single one yet that really compares with this one.

It is a league meet in all that the term implies. As large a city as Philadelphia is, evidences of the the meet are to be seen on every hand. The attendance is unprecedented. Great though the number of visitors be, the entertainments were ample for all. The races, full of surprises, were contested by the cream of the racing talent, amateur and professional, and the

finishes were close and exciting. The track is a record breaker. The weather, showery one day, and a little too warm another, still averaged exceedingly good. Those in charge of the meet are old-timers, knew what was needed and provided it. There is nothing to criticise in their work.

I heard voiced, many times before and during the early days of this week, the opinion that a very large city was no place for a league meet, that in a big city it would be lost. I believed so myself, but now, as the meet is drawing to a close, I must admit that I was mistaken. The mistake was natural for all meets given to large cities in the past have been almost lost. But this meet is too big to be little anywhere.

Those who were unable to attend were not forgotten nor slighted. As represented by the large number of newspaper men here, they were treated royally.

Such, briefly and with no attempt at word painting, are my impressions of the meet. It is a great big, unqualified, unprecedented, startling success. May there be many more like it.

Sincerely yours,

GEO. K. BARRETT.

THE SOCIAL SIDE OF THE MEET

Philadelphia, Pa., Aug. 9.—The weather during league week could not have been better had it been manufactured to order and for this everybody is thankful, for what could be worse than a national meet with the elements against it. It was threatening at times, but with the exception of the rain storm Wednesday night, which did no real damage, everything was propitious for the L. A. W. visitors.

The local wheelmen worked hard for the success of the meet and that they succeeded far beyond the most sanguine expectations will be attested by every visitor. There was not a dull moment during the entire week, in fact there was so much to be seen and enjoyed that the visitors even had to give up their night sleep to take everything in. From the time they landed in the city to departure their comfort was looked after continually by some one of the various committees. Members of the reception committee were on hand at all times and they spared neither trouble nor pains in doing all that was desired of them.

Never before in the history of the sport did the interest run so high in this or any other city as it did during the week. The advance guard of the army of wheelmen who arrived on Monday and Tuesday were joined the succeeding days by many hundreds more until it was estimated that fully 15,000 visitors were on hand to participate.

The trains from the north, south, and west kept pouring continual streams of golf-stockinged and short-skirted riders into the railroad stations, and all the roads that led to the city were dotted with dusty, weary but energetic wheelmen, pushing on to the cyclers' mecca. The attendance was the largest in the history of the league. Every division of the league was represented, the delegations from Pennsylvania, New York, New Jersey, and the surrounding states being, of course, the largest. Pennsylvania alone contributed over 9,000 league members as visitors. The visitors from California, Oregon, Colorado, and the far west were, of course, not so many, but they were represented just the



The Arena.

same. The total registration up to Thursday follows:

The Total Registration.

Pennsylvania	9,339	Alabama	4
New Jersey	480	Tennessee	7
New York	451	Colorado	6
Delaware	51	Michigan	9
Maryland	73	Florida	4
Dis. of Columbia ..	61	Arkansas	3
Massachusetts	200	California	6
Ohio	46	Missouri	26
Connecticut	43	Mexico	2
West Virginia	14	Utah	3
Maine	11	Minnesota	6
New Hampshire	16	North Carolina	7
Illinois	49	South Carolina	2
Indiana	42	New Mexico	1
Rhode Island	19	Alaska	2
Virginia	51	North Dakota	2
Kentucky	39	South Dakota	3
Iowa	10	Vermont	9
Georgia	16	Louisiana	4
Texas	4	Washington	1
Wisconsin	19	Oregon	2
Nebraska	7	Montana	3
Kansas	1		
Total	11,154		

For the '98 Meet.

The booming of Indianapolis for the '98 meet was done in a systematic manner, and if the advance work of the Hoosiers is an earnest of what they will do next year, the wheelmen will not make a mistake in selecting the capital city. The headquarters

of the delegation at the Walton were thronged all week with visitors. The citizens' committee was on hand all the time and every caller went away loaded with information concerning the White river metropolis. Mayor "Tom" Taggart and Postmaster Sahm, who headed the delegation, won the hearts of visitors at once by their enthusiasm, and the "plain mayor of Indianapolis" was the most popular man in town. Members of the committee were on hand at all the railroad stations and hotels on the opening days of the meet, and when any visiting wheelman was sighted he was immediately started for the Walton.

Others in the Field.

As the week progressed Indianapolis was not alone in the field for the meet for on Wednesday a big delegation from Omaha made its appearance and immediately started to boom things. F. W. Hitch was at the head of the party. One of Omaha's arguments was that Omaha, being the scene of the big trans-Mississippi

exposition next year, will be better prepared to entertain the league hosts than possibly any other city in the country. Although upward of forty conventions are already scheduled for Omaha during the exposition, which will be open from June 1 to November 1, the management will give the L. A. W. a week during which no other convention will be in session.

Mr. Fitch is of the opinion that the holding of the '98 meet in Omaha will tend to harmonize the east and west on the Sunday racing question, and by affording an opportunity for the discussion of their differences on neutral ground, bring about an agreement between the two sections. The trans-Mississippi exposition committee on promotion and publicity is back of Mr. Fitch and his associates, and he is prepared to offer all sorts of inducements to bring the meet to Omaha. Further, Mr. Fitch says, that should Indianapolis win, after a fair fight, Omaha and the Nebraska division generally will turn in and whoop it up for the victors.

Dark Horses Enter the Fight.

On Friday two dark horses, very dark ones, entered into the race. The entrance was made without the falling of a flag or the blowing of a bugle. In fact so quietly did they enter the race that the L. A. W. members generally did not know of their competition. They were New York and Saratoga. This makes it a four-cornered fight, that will rage fiercely until the decision is made next February. The tremendous advantage which Indianapolis has secured by being first in the field and the clever way the boom was sounded and continued is admitted by the other contestants to have placed a serious handicap on them. But none of them have given up. Indeed, each asserts that there is not the shadow of a doubt but that his own town will get the meet. The tremendous suc-

cess of the present meet has awakened all to the desirability of securing the '98 event, and there will be more competition than there has ever been before.

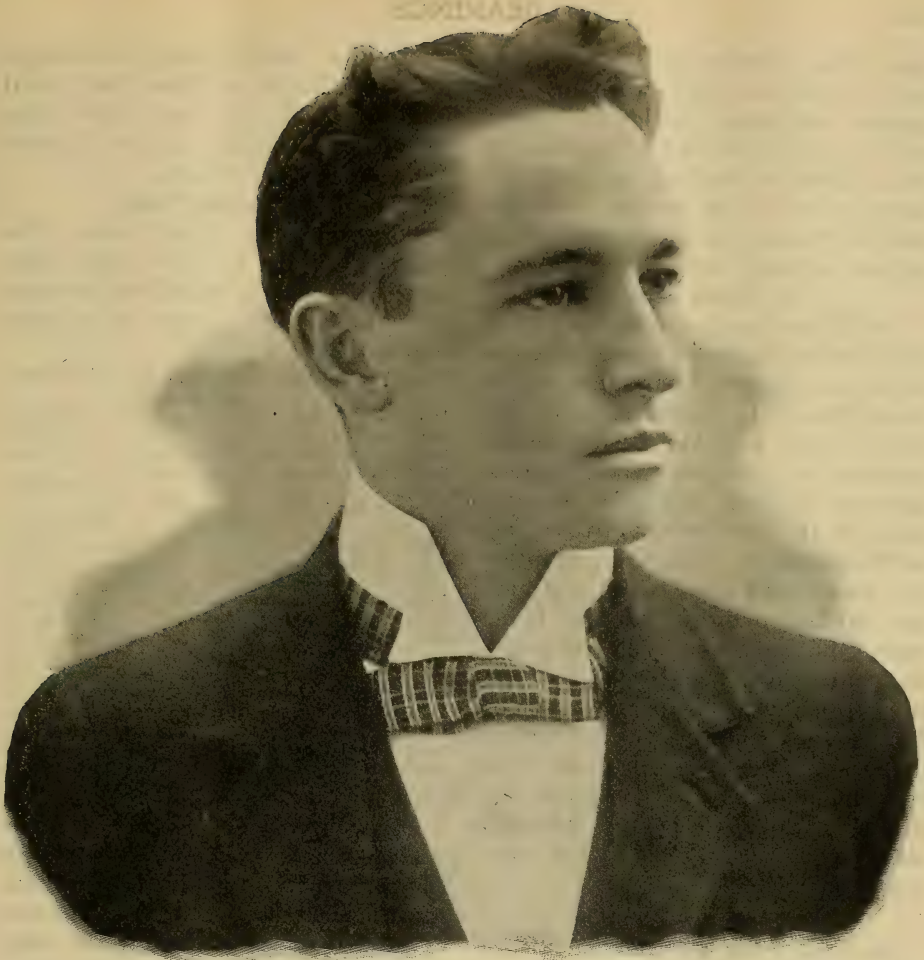
Omaha's boom remained quiet yesterday. It almost slumbered; but it was not asleep. There are a dozen Omaha champions in the city, and they have been working quietly among the people whose votes will decide the location of the next meet. The Omaha men will not assert that any votes have been committed to them, but they hint very strongly that they have secured a number of pledges.

Strategic New York.

New York is using clever methods to land the next meet. The number of New Yorkers in the city is quite large and the work has been very well divided between them. The solicitors for New York are promising big things in order to secure the meet. But the work is going along quietly. They admit that Indianapolis has scored the popular hit thus far, but suggest that it is not sentiment, but votes, which will determine the location of the next big gathering.

The Saratogans are working side by side with the New Yorkers. There is an interesting possibility of a coup at the end of the fight which will determine whether New York or Saratoga has been the cleverest. The Saratoga representation was not very large, numbering but slightly over a dozen, but all are workers.

Meanwhile, however, Indianapolis is far ahead. She stayed to the finish at the smoker on Thursday night. The men from the Hoosier state gleaned some valuable pointers, so they say, as to how to entertain visitors, and promise to go Philadelphia one better should the White river metropolis secure the meet next year. Mayor Taggart, of Indianapolis, guarantees a good time



FRED J. LOUGHEAD,
WINNER OF ONE-MILE AND QUARTER-MILE CHAMPIONSHIPS.

should his city get the meet. The Indiana mayor has proved that he knows how to entertain, and his word is sufficient.

Entertaining the Ladies.

Not the least important feature of the meet programme was the entertainment of the lady visitors. There were three or four hundred of them, and, thanks to the efforts of the ladies' auxiliary committee, everything possible was done for their comfort and enjoyment. Mrs. E. M. Henschel, Miss Brennerman, Miss Allen, Mrs. F. Wickham, Miss O'Brien, Mrs. H. Kelch, Mrs. C. A. Logan, Mrs. J. H. Estoclet, Miss Griffiths, Mrs. West, and

Mrs. Bidwell constituted the committee, and in a large room in the Odd Fellows' building, across the street from meet headquarters, they congregated daily to plan entertainments for their sister wheelwomen. Here it was a famous diversion for the fair riders to congregate and gossip to their hearts' content about fabulous century runs and the latest cycling costumes.

It would be unkind to comment on the different figures presented by the female riders, but it can be said in truth that the average wheelwoman is a decidedly healthy person. At least the appearance of the visitors

gave this impression. Some very neat costumes were worn by the guests and some could be copied with benefit by other fair riders. It was noticeable that leggings and high boots were almost totally discarded and shirtwaists have superseded the jackets formerly worn.

A Trolley Party.

On Thursday afternoon, in spite of the threatening weather, a large party of ladies, chaperoned by the indomitable Mrs. C. L. Bolton, of Brooklyn, who by the way has been a league member for nine years, took the trolley cars for the hospitable country club of the Quaker City Wheelmen at Wissinoming. The original intention was a lawn party with the attendant outdoor delights, but that being impossible on account of the morning's rain these delightfully optimistic people decided to have a good time anyway and they succeeded in doing so. Music, dancing, and light refreshments were strongly in evidence, accompanied by the delicious side play which always occurs when young people meet.

Visit to the Navy Yard.

On Friday the programme opened with a run to the League Island Navy yard, where the battleships of Uncle Sam's navy were visited. On the return at eleven a. m. various places of historic interest, such as the old Swedes' Church, Carpenter's Hall, the Bourse, and Independence Hall were visited. In the afternoon at one p. m. an "about town" run was started and before returning the university of Pennsylvania, Girard college and Fairmount park were visited. The programme was brought to a close yesterday morning with a ride through the residence section, after which all hands witnessed the races at Willow Grove.

Among the visitors of the week was Miss Eva Raisbeck, daughter of T. A. Raisbeck, familiarly known as the "Deacon," and the oldest member in

the league. Besides being the daughter of her father, she has a delightful personality of her own. She came with the delegation of the Harlem Wheelmen of New York.

An Interesting Table.

The following table shows the president of the L. A. W., the chairman of the racing board, and location of national meet each year since organization:

Year.	President.	Racing Board Chairman.	League Meet.
1880	C. E. Pratt		Newport
1881	C. E. Pratt		Boston
1882	W. H. Miller, F. H. Johnson		Chicago
1883	N. M. Beckwith, F. Jenkins, G. A. Marsden		New York
1884	N. M. Beckwith, A. Bassett, G. D. Gideon		Washington
1885	N. M. Beckwith, G. D. Gideon		Buffalo
1886	N. M. Beckwith, G. D. Gideon		Boston
1887	T. J. Kirkpatrick, G. D. Gideon		St. Louis
1888	T. J. Kirkpatrick, J. H. Cooley		Baltimore
1889	C. H. Luscomb, Gerry Jones		Hagerstown
1890	J. R. Dunn, Charles Davol		Niagara Falls
1891	J. R. Dunn, G. S. Atwater		Detroit
1892	C. L. Burdette, C. E. Randall		Washington
1893	C. L. Burdette, H. E. Raymond		Chicago
1894	C. H. Luscomb, H. E. Raymond		Denver
1895	A. C. Willison, G. D. Gideon		Asbury Park
1896	Sterling Elliott, G. D. Gideon		Louisville
1897	Isaac B. Potter, Albert Mott		Philadelphia

A FAVORABLE START.

Philadelphia, Pa., Aug. 4.—The first day's programme opened with the run up the Wissahickon. It was scheduled to start from headquarters at nine a. m., but owing to the large number of participants, it took some time to assign the wheelmen and wheelwomen to their places and it was half an hour later before the crowd of nearly a thousand persons got away. They made a pretty sight as they wended their way up Broad street, and hundreds of people lined the sidewalks. There was a continual sounding of bells, like an orchestra of xylophones and it is hardly necessary to say that everybody gave them a wide berth. The objective point was the clubhouse of the Century Wheelmen on the Wissahickon. Here the visitors were royally entertained with a collation and refreshments, after which the return to the city was made.

Again at two p. m. the riders assembled, this time for a run out th

famous Lancaster pike to Bryn Mawr, Captains Wright, Haag, and Mead, of the tours committee, were in charge, and they led 300 or more through Overbrook, Wynnewood, Haverford, Warberth, and Ardmore, returning in time to participate in the evening's programme. The latter consisted of a ride up and down the river viewing Cramp's shipyard and other points of interest, all hands landing at Washington park, where a night of "everything goes" was in order. An attractive programme had been specially arranged for the visitors and the trip proved a fitting close to the day's festivities. Wheels were en regele, but everybody enjoyed themselves just the same. They shot the chutes, were whirled around in the toboggan, and in fact had a taste of everything that was to be had.

RAIN ON THURSDAY.

Philadelphia, Pa., Aug. 5.—Heavy rains and thunder storms set in on Wednesday night and when it came time to start the day's programme the rain was coming down in torrents. The all-day run to Valley Forge, the scene of one of the famous encampments of Washington and his Revolutionary army, was scheduled to start at 7.45 a. m., but it was 9.30 before it was determined to brave the elements. It had rained incessantly all this time, and finally settled down to a drizzle. Several hundred riders had waited patiently for it to clear and it was finally decided to get away rain or shine. Captains Gunther and Spiker headed the line and back of them came over 200 riders, many of whom were women. Two of the women rode a tandem and kept well up with the leaders.

The Trip to Valley Forge.

After riding four or five miles through the park it began to clear up and rain was seen no more. The roads, contrary to expectations, were not muddy, because of the hardness of the surface. The party reached

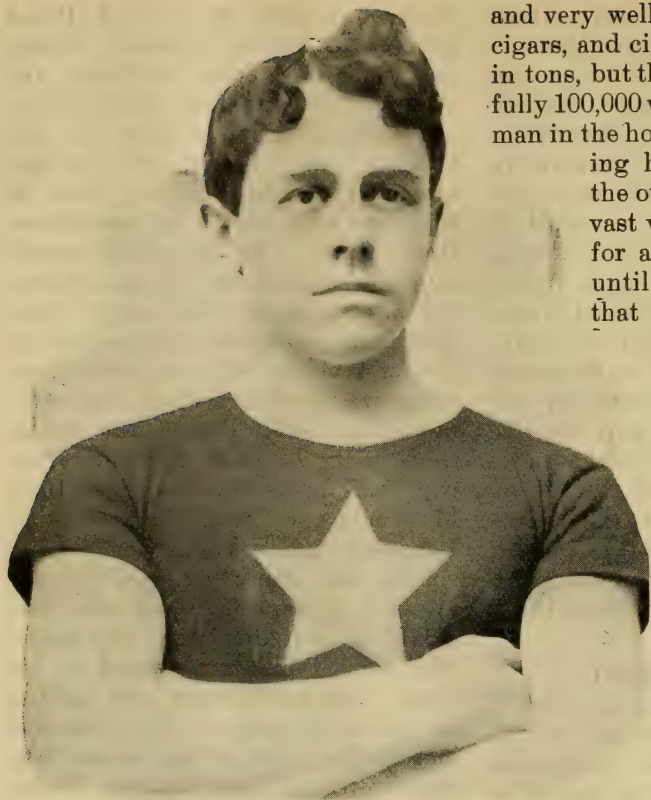
Fairmount park by way of Broad street and Girard avenue. Going out Belmont avenue and onto the city line road, the party soon left the city behind. Shortly after, the old historic Valley Forge, with its cannon and its battlements, hove in sight and surrendered to the rubber-tired army. The lemonade stands and the storehouse of sandwiches fell an easy prey to the hungry foragers as they swarmed over the ground. Father Washington never would have recognized the place where his starving army lived during the trying times of the Revolution. The return trip was made by way of Bryn Mawr and the Twin Sister Hills on Lancaster pike. It proved a hilly course and many dropped by the wayside while others fell into the hands of that expensive gentleman, who carried an extra wheel on his back, a few handle-bars and saddles and other necessities. The clock was just on the hour of six when they dismounted at headquarters, Broad and Cherry streets.

Up the Wissahickon.

The weather also caused a delay in the start of the nine o'clock run up the Wissahickon, but when Al Allen, chairman of the tours and runs committee, called for a start there was a sufficient large number to make a good showing. Miss Alice Jacobus, of Montclair, N. J., and Miss Laura Gourley, of this city, on a tandem, set the pace. The afternoon run to the Quaker City Wheelmen's country clubhouse at Wissinoming was participated in by three hundred, under Capt. Mead of the Quaker City Wheelmen. About one hundred more went out by train and met the party.

The Monster Smoker.

Entertainment in plenty had been provided for the evening, and those who did not desire to attend the monster smoker at the Arena were at liberty to participate at the lawn fete



EARL H. KISER,
HALF-MILE PROFESSIONAL CHAMPION.

at Belmont mansion. The smoker was a record breaker in its way and was an all-night affair. It was the one big social event of the national meet that the visiting cyclists looked forward to, and those who were lucky enough to get inside will remember it for many a day. Inside the building, the scene was a grand one. The Arena contains seats for 5,000 persons and standing room for 2,000 more. Every bit of seating and standing room was occupied and hundreds waited patiently on the outside to gain ingress.

Kept the Police Busy.

Brawny policemen guarded the doors but their strength was taxed to the utmost in keeping the crowd back, for hundreds struggled for admittance. It was a smoker for sure

and very well it was named. Pipes, cigars, and cigarettes were distributed in tons, but the latter had the call and fully 100,000 were disposed of. Every man in the house seemed to be strain-

ing his nerves to outsmoke the other, with the result that vast volumes of smoke raced for a position up in the air until even the great lights that Edison gave the world failed to do their duty. The interior of the big building which had been doing duty as meet headquarters had been prettily decorated for the occasion, but nothing was visible, everything being hidden from view by the crowds of wheelmen

Early Arrivals.

Among the early arrivals were Secretary Bassett, Chairman Mott, and ex-Chairman Gideon, of the racing board, Fred Gerlach, A. D. Peck, and "Tom" Taggart, mayor of In-

dianapolis. All were accorded a cordial reception as they were escorted to their boxes, but that extended to Mayor Taggart was the loudest. To the wheelmen there seemed but one mayor, and that was plain "Tom" Taggart, of Indianapolis. Mayor Taggart was called upon for a speech. When order was restored he entered the boxing ring and made a neat address, thanking the assemblage, and in conclusion saying, "This is my first appearance within the ropes, but in the event of Indianapolis getting the meet next year, you will find no ropes." With a decorous bow his honor departed and the programme proceeded.

A Lengthy Programme.

The programme was a long and varied one and included almost every-

thing in the musical and athletic line, the leading feature being the boxing and the music furnished by the united banjo clubs of the Associated Cycling Clubs. There were over a hundred instruments under the direction of Paul Eno, and among the selections was the "Good Roads March," composed by Paul Eno and dedicated to the national meet. The programme in full follows:

Black face comedy, Harry Foster; foil contest, Captain Friedgen and Paul Wendler; song and dance, Princeton Sisters; tumbling specialties, by Swiss turners; duet, Guy and Marie West; boxing, H. Burke and Elwood McCloskey; song and dance, Lottie Williams; black face comedy, W. D. Hall and Emma De Castro; Princeton Sisters, song and dance; boxing, Frank Bradley and Marty McCue; boxing, Kid Robinson and Dan McConnell; overture; boxing, Dan Dougherty and Frank Magee; comedy act, Hartley and King; wrestling, Herman Wolf, champion amateur light-weight of America, and Dana Chesterman, the champion amateur middle-weight of America; cornet solo, F. W. Bartlett; monologue, E. Woodward; song and dance, Emma De Castro; sabre contest, Captain Friedgen and F. C. Heintze; Philadelphia Turner Cyclers' comic duettists and banjoists, Guy and Marie West; club swinging, William Troelset; Columbian quartet; the Associated Cycling Clubs' banjoists, under the direction of Paul Eno; wrestling, Billy Canfel and Billy Irvine; Lottie Williams, a charming soubrette; Philadelphia Turner gymnastic team; monologue, J. F. Shellerberger; cornet, F. W. Bartlett; boxing, H. Crawford and Kid Bernisconi.

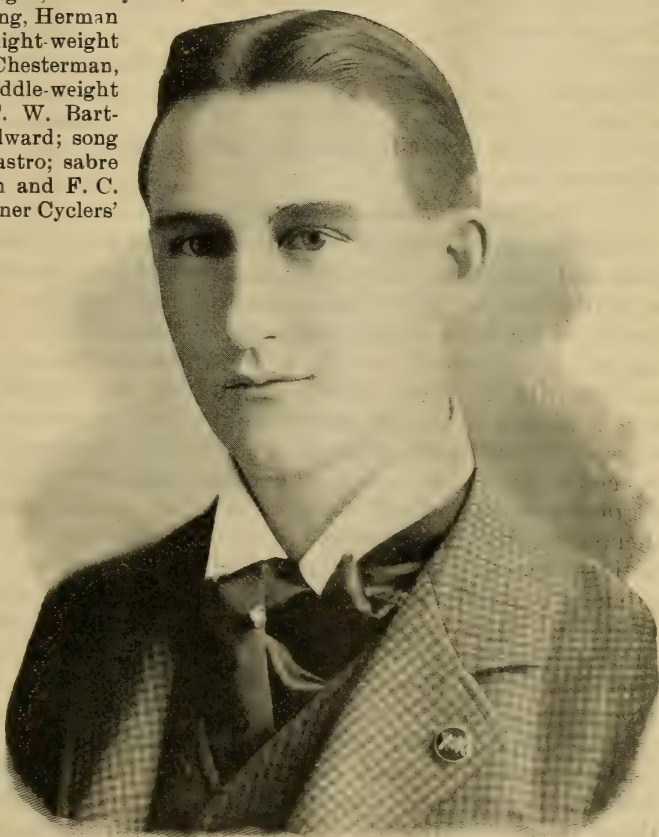
The Dance and Lawn Fete.

While the all-night smoker was in session, the visiting ladies and gentlemen of the league, not desiring to attend the smoker, were enter-

tained by a dance and lawn fete at Belmont mansion in the park. The walls of the spacious banquetting hall and the open-air pavilion were decorated with red, white, and blue bunting and the emblematic purple, while the lawn, with its myriad of Chinese and Japanese lanterns beaming from the tall maples, was turned into a veritable fairyland. Two programmes were being rendered at the same time, and one or the other afforded entertainment for the varied tastes of every one present. Out in the band pavilion the First Regiment gave a continuous concert interspersed with specialties.

SHORT PROGRAMME ON FRIDAY.

Philadelphia, Pa., Aug. 6.—The advent of the races at Willow Grove



A. C. MERTENS,
FIVE-MILE PROFESSIONAL CHAMPION.

necessitated a shorter programme for the visitors on Friday and the four runs awheel that started out were to local points. As a rule they were but poorly attended for the reason that the all-night smoker the evening previous was too much for the visitors few having the desire to arise so early. All of the runs, however, added to the fame of Philadelphia's suburbs and roads. The dual attractions of the charm of Willow Grove and the trial heats at the track made the first run a favorite one. It was led away from headquarters at 8.20 a. m. behind schedule time and was under the leadership of Captain B. B. Payne. Ten minutes after the Willow Grove run Captain Walters, of the Keystone Wheelmen, led off with another party in the direction of the League Island Navy yard. The third run left later in the morning for Fairmount park, while still later several hundred participated in the ride to Willow Grove in time for the afternoon races.

The Evening's Entertainment.

The evening was given over to the fete held within the bicycle grounds at Willow Grove, which turned out to be one of the most entrancing, picturesque, and enjoyable events in connection with the meet. It was wheelmen's night on the programme, but in reality it was quite as much wheelwomen's night. It was at all events a grand success and will long be remembered by the visitors to the national meet. The fairy like grounds with their thousands of twinkling lights, many hued as the rainbow, the lily ponds with their sweet scented bloom, the great stretches of meadow and the cool groves, all combined to make the place attractive beyond measure to the merry cyclists, who thronged there, thousands strong. The entertainment inside the bicycle track was a long and varied one and included trick bicycle riding, music, and ath-

letic features. The finale was a grand fireworks display.

SATURDAY'S DOINGS.

Philadelphia, Pa., Aug. 7.—The last day of the meet officially opened with the weather clear and warm, and with everybody anxious to have as much pleasure on the closing day of the meet as possible. A great majority of the visitors went out to Willow Grove in the morning by train, to spend the day and witness both the morning and afternoon races. There were four runs in the morning as follows: Eight a. m., Willow Grove; nine a. m., Fort Washington, via Germantown and Chester Hill, thence to Willow Grove; 9.30 a. m., Wissahickon, and 12.30 p. m., Willow Grove. In the evening, the Philadelphia Turner Cyclers gave a "Kommers" for the officers of the L. A. W. and visiting cyclers, and the banquet of the veterans of the league took place.

Newspaper Writers Entertained.

While the representatives of the newspapers of the country had plenty of work to do during the week they still found time for a little pleasure and the two entertainments that were provided for them were largely attended. The first was an informal banquet tendered by Mayor Taggart, of Indianapolis, at the hotel Walton on Thursday afternoon. Covers were laid for seventy-five and with the exception of the citizens' committee of Indianapolis, those seated at the table were all pencil pushers. The affair lasted over three hours and proved a most enjoyable event. There was plenty of speech making, and for the most part next year's meet and the candidacy of Indianapolis was the subject. Mayor Taggart made a short but eloquent speech thanking the newspaper men for their kind treatment of the Indianapolis boom and promised them a more suitable reward if his city gets the meet next year.

Among the other speakers were

Postmaster Sahm and F. W. Van Sicklen, of Indianapolis; H. S. Fogel, of the Philadelphia Ledger; W. H. Rocap, H. W. Schluter, of the Philadelphia Item, and Thomas Hare, chairman of the Associated Cycling Clubs.

Last night the visiting scribes were the guests of the local newspaper men on a trip on the Delaware. The party numbering about 200 boarded the steamer Twilight from Arch street ferry at 11.30 p. m. and returned about three a. m. this morning. Contemo's Ninth Regiment band, of New York, furnished music and there was also dancing and other forms of entertainment aboard.

THE WIND-UP.

Philadelphia, Pa., Aug. 9.—As a grand wind-up to a most eventful week, the wheelmen who have been visitors to the national meet and thousands of local cyclists took in the great summer side show at Atlantic City, yesterday. The day was a most perfect one for a visit to the great resort, and a glance at the beach yesterday morning was a sight that even old Atlantic City residents had never seen. Wheelmen were on every hand, and they thoroughly enjoyed themselves. The visitors were loud in their praise of the great seaside resort, and to many of them the pleasures of Atlantic City were a revelation. The buttons, the ribbons, the many funny costumes, and all the other strange sights that were familiar to Philadelphia during the last week, were all over Atlantic City, on the board walk, on the beach, at the inlet, and, in fact, in every corner of the pleasure city.

The runs awheel that had been arranged for the day were intended to be large affairs, but the calculations slipped up somewhat, for comparatively few took in the famous route as most of the cyclers went down in the excursion trains that had been provided by the Associated Cycling Clubs.

Lots of Butterflies.

The run awheel was divided into two sections. One started at five a. m. and the other at seven o'clock. Both sections were fairly well attended, but the first was by far the larger. When the captains gave the order to board the boat at South street ferry, there were about 1,000 wheelmen, tired after the week of continual enjoyment, but eager and full of push and enjoyment yet. The wheelmen were not long in getting on their wheels and leaving Gloucester. With the sun already shining, they started for Atlantic City, some of them at a scorching rate and the more cautious ones taking their time. The toll gate at Atlantic City was reached at 10.25. The riders had been in their saddles just five hours and twenty-five minutes. From that time until late in the afternoon the riders kept coming in continually.

Atlantic City was ready for the visitors, and signs of welcome were everywhere. The wheelmen of the city were on hand to pilot the visitors around and it was not long before everybody had been made to feel at home. Headquarters were at the Mansion house. Here the executive committee of the national meet and large delegations were registered.

G. M. DIDDLEBOCK.

THE RACES AT WILLOW GROVE PARK

Philadelphia, Pa., Aug. 6.—With the largest field of entries in both amateur and professional races on record, it was certain that the eighteenth annual national champion-

ships of the League of American Wheelmen would evolve some surprises. With the fastest and safest track on which national championships have ever been held, it was

again expected that surprises would develop. But the first day more than fulfilled the greatest expectations of the know-it-alls. It developed surprises not only in the professional but in the amateur ranks as well, and in the manner of speaking employed by the horsemen, "Not a favorite won out." Had betting been allowed on the races, the bookies would certainly have carried away thousands and thousands of dollars of the 16,000 cycling enthusiasts that filled the grounds almost to overflowing. Favorites were bowled over in heat after heat and in the finals every finish caused a ripple of surprise. In but one race did a favorite win, and that was in the mile, 2:05 class. In that race, the majority probably selected Mertens, but many were up on Nat Butler, who is riding very strong and who has shown his speed and finishing qualities in many hard fought finishes of late.

A Day of Surprises.

In the heats of the quarter-mile championship there came the first surprise. Earl Kiser was shut out by a large field and never seemed to be in the running. Somehow Bald, Cooper, and Kiser have come to be looked upon as the big three of the present racing season and the trio has been expected to show in every finish. Kiser was not in his heat for a minute and failed to beat a man after he entered the stretch. Then came the semi-finals of the mile open with the shutting out of Tom Cooper by the colored rider Taylor. Surprise No. 2 was a great one, but the number increased so fast that few took the pains to note them all. In the mile championship Loughhead bowled over the big three, in the quarter-mile championship the Canadian champion repeated the dose in one of the greatest finishes of history, and in the two-mile handicap from scratch he again took the measure of three of the five scratch men, McFarland win-

ning from the same mark as Loughhead.

Loughhead's Record.

The Canadian was a popular winner. Fred is a gentleman, hails from Sarnia, Canada, where he is owner of a large carriage manufacturing business. His firm is to the carriage trade what Snell is to the bicycle trade. In '95 Loughhead was the Canadian amateur champion. In that year he was the victor in seventy-eight amateur races and his name was a byword with every one of the circuit chasers who traveled through Canada with him. In his handicap races he was very strong, winning in one day at a meet, the mile handicap from scratch in 2:09 and the half-mile handicap race from scratch in 1:00. The two records have stood ever since, the mile being cut but a few days ago by an amateur rider at Buffalo, although not officially. Loughhead has been racing for the entire season. He left Chicago for California January 9 last and in the land of sunshine and flowers did little but prepare for the season. He has been under the management of Dave Shafer this season and has been carefully nursed for the great achievements of yesterday.

The Canadian's Victories.

Loughhead has been a circuit chaser but irregularly. He was at the Buffalo meet on the New York circuit, June 12, and gave indication of what might be expected at that time. In an inches close finish he gave Bald one of the tightest rubs of history. At the Buffalo meet on the National circuit, July 17, Loughhead beat Bald in a clever and daring manner and beat him by a tire's width, only. That finish is one of the greatest in the history of the year. Loughhead was pocketed on the banking while Bald went round the field. Fred saw an opportunity and shot through on the pole gaining the stretch just as Bald rounded the field.

Bald shot to the side of Loughead a foot back and in the finish he lost but six inches of the foot to Bald, passing over the tape a half foot to the good. Those great races and others should have given the man more prominence in the guessing contests that have been going on for some days, but they did not and Loughead, the Canadian champion, becomes the champion of America at the mile and the quarter-mile at least. With the encouragement of these wins it remains to be seen what the morrow will bring forth.

The Quarter-Mile Championship.

The win of the quarter-mile championship was one of those that thousands and thousands of people read about but never see. Big Randall, the Rochester rider, and one of the greatest quarter-mile men in this country in spite of his great weight, shot out past Cooper and into the lead on the backstretch. The race looked all over but the shouting when Loughead took the going away from Cooper. Randall was overhauled, but that overhauling did not come until within a wheel's width of the tape, when Loughead shot up and gained the decision by the narrowest kind of a margin. Here again came a surprise, for in the first place Cooper ran second and in the next place Bald ran last in the field of five. But the five men finished within a half wheel length and a defeat for any of the four losers could hardly be considered a dishonor.

Gardiner's Great Ride.

The time of the mile open race created a ripple as it was the fastest



CHARLES M. ERTZ,

OF NEW YORK, WINNER OF THE ONE-MILE AMATEUR CHAMPIONSHIP.

of the season, 2:03 $\frac{3}{4}$ and as it compared very favorably with the time of the mile championship last season, 2:01, which still stands to the credit of Gardiner as world's professional competitive record. The work of Gardiner, by the way, in the races, was hardly up to the standard expected of the Chicago rider. But his work in the mile ride against time which followed more than compensated for his loss in the races. Gardiner's mile record ride, for it is state and exhibition record, being the fastest mile ever ridden in public, was but two-fifths of a second slower than the world's record of 1:39 $\frac{1}{4}$. This record was made March 1 at Coronado mile track under favorable conditions for record riding. The pacemakers were all specially trained men gathered from all over the United States and trained



EDWARD LLEWELLYN,

WOODLAWN CYCLING CLUB, CHICAGO, WINNER OF THE AMATEUR THIRD-MILE OPEN.

for months for the effort. The pacemakers employed by Gardiner were racing men picked up at the track and not trained for the effort at all. Gardiner is an old pace follower and the pacemakers were impressed with the fact that they had to go all the way. And go all the way they did, cutting out the pace and never for a minute making the great record-breaker lose his hold behind the machines.

Earl W. Peabody, of the Chicago Cycling Club; I. A. Powell, New York Athletic Club; Ray Dawson, New York Athletic Club; A. B. Goehler, Buffalo, and E. M. Blake, Keene, N. H., all honored names in

the amateur ranks, were among the "also rans" today. These surprises were among the greatest of the great day. As one of the racing men put it last night, "Do you know that it is a mighty hard proposition for any man to win anything at this meet."

The Heats.

Loughead and Nat Butler were on scratch in the first heat of the professional two-mile handicap, with W. E. Becker at 40 yards. In the second lap the scratch men bunched the field. From that time they played for the front all the way. Loughead sprinted and won out from Becker,

with Fred Titus third. Butler was well up. The time was 4:46. Butler was the most dangerous man in the race.

Sanger made his first start in the east this season in the second heat. He was on scratch with "Bundles" Dumbleton as a shover-off. Steenson, at 25 yards, was his nearest competitor and A. S. Lee, the five-mile champion of New York state, had 50 yards. Steenson caught Sanger's rear and sleighrided. The field closed and loafed at the mile. Hoyt lead the funeral procession and Lee opened things up. The field fought for the rear wheel of Sanger. Joe Harrison led at the bell and Sanger was near

the back. The big fellow shot his bolt with Weinig on his rear. In the stretch Weinig did the usual and jumped to the lead, taking the heat by a foot from Sanger. C. R. Newton was third, the bunch close up. The time was 5:03 $\frac{4}{5}$.

Tom Cooper broke his rule of last season, starting scratch in the third heat. He jumped the gun and closed with Newhouse, (25) at the first turn. Hamilton, the mile record holder, had 50 yards. As in the others, the field closed and loafed. Cooper was third in line. Cooper gained the lead at the quarter. Sims did the usual and deliberately fouled Goodman in the stretch taking second; New house got third. Brown (50), Hamilton (50), and Goodman (60) were among the "also rans." The time was 5:06 $\frac{2}{5}$. Goodman protested to Referee Mott.

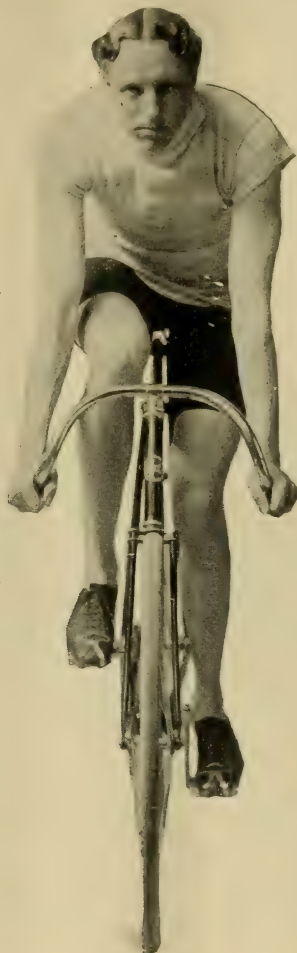
Gardiner was scratch in the fourth heat. Callahan sleighrided on Gardiner's rear and lost to the Chicago man by a foot at the finish. Oldfield was third, a length back. The time was 4:41 $\frac{2}{5}$.

Bald was excused for the fifth heat. Eaton and Brock, 35 yards, were virtual scratch men. Eaton took the heat by lengths easily, showing himself the "board track king" by his work here. Hoyt (70) and Will Coburn (75) were given second and third. The time was 4:50 $\frac{3}{5}$.

McFarland Has a Hard Race.

McFarland, the great handicap rider, was scratch in the sixth and last heat, Johnson not starting owing to his painful injuries from the fall of two days ago. Frank Butler (50) was the nearest man to McFarland. It was the hardest of the six heats. The field bunched and slowed and McFarland closed after a mile and one-quarter of unpaced work. The finish was the prettiest of the meet. McFarland, Stevens, and Wells were all to the front. The judges placed

them Church, Wells, and Stevens and the time 4:42. McFarland was probably euchered out of a position here. He rode his first mile in 2:05. McFarland protested the decision of the judges. Stevens, who



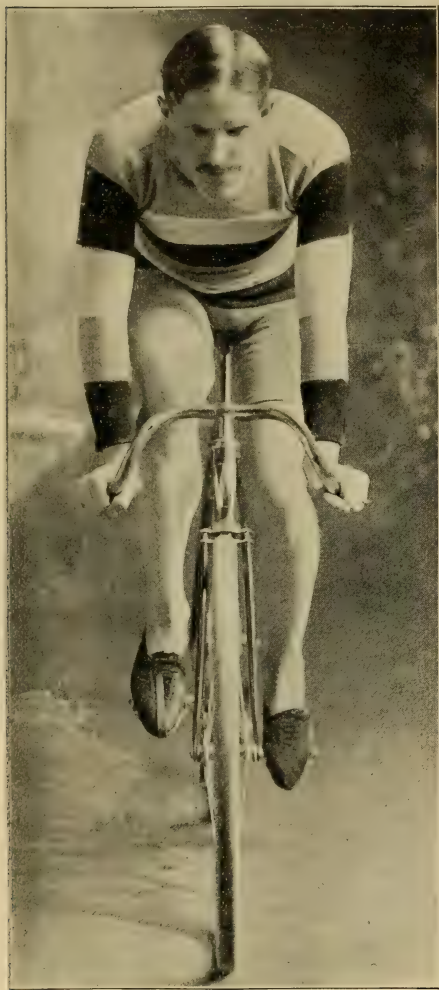
I. A. POWELL,
OF NEW YORK, TWO-MILE AMATEUR CHAMPION.

had been given third, told the judges that McFarland beat him and they gave McFarland a dead heat decision with Church.

In the first heat of the professional quarter-mile championship Taylor, got away in the lead by two lengths. Cooper caught his rear wheel and following him into the stretch, defeated him by half a length at the

tape. Steenson ran up to third. Time, :32 $\frac{2}{5}$.

Loughead had a picnic in the second, winning by a length from W.



E. M. BLAKE, OF KEENE, N. H.

L. Becker and Newton. Time, :34 $\frac{2}{5}$.

Bald, Stevens, Mertens, and "Turkey" Thompson was the order of the finish of the third heat. Thompson got away slowly but jumped the crowd. Bald and Stevens came out together and made a great ride to the finish, Bald winning by a length over his new rival. Time, :34.

Gardiner made a surprising sprint in the fourth heat, coming out past

Hoyt, who had gained a good lead. Newhouse, Brown, and Hoyt finished in order. Time, :32 $\frac{1}{5}$.

Kiser Quit in the Quarter.

There could be but little doubt that Kiser quit in the closing heat. Randall, the great Rochester quarter-miler, got the go and won over Oldfield and Kimble in order. Kiser was fourth. The time was :33 $\frac{1}{5}$.

Six heats were run in the two-mile handicap, amateur. Schade rode a great race from scratch in the first heat, running second to Krick, who had 40 yards. Goehler also ran second from scratch in the second heat. George H. Collett, of the Harlem Wheelmen, was given 60 yards in the third and was the "good thing." Miller, also of New York, was scratch man. Miller won, Collett second. J. S. Edwards, the scratch man, did not qualify in the fourth. Hausman, 20 yards, took second. The heat was won by Gastalder, 10 yards. Chas. M. Ertz, the New York crack, was scratch in the next heat, but did not qualify. Llewellyn, of Chicago, 60 yards, took the heat.

Stevens, the Buffalo rider, went away from scratch in the next and concluding heat, but H. H. Wright, 170 yards, ran away with the heat. Stevens failed to qualify.

Five heats of the one-mile 2:05 class, professional, concluded the programme of the morning. Eight men started in the first heat and Butler won easily, with Oldfield second. Staton, Crooks, Harry Wood, and Selby failed to show.

No Race, no Run Over.

Fichtner and W. E. Becker, the five-mile champion, shut Steenson out in a hard finish in the second heat. The heat was determined no race and no run over. The time was 2:45, the limit 2:30.

The third was interesting. Dampman jumped and Taylor refused to take the pace and led a funeral procession until Stevens came to the

lead. Stevens did no better and Dampman gained lengths and lengths. Newhouse, Randall, and the others refused to come up and the field was distanced by Dampman. Taylor, Stevens, and Randall finished in order in the back bunch. All were disqualified. Dampman did 2:33½, but was also shut out.

Hamilton, the record holder, sneaked for the fifth heat, but was passed by McFarland, who had done much of the pacing, and Callahan with Hoyt third, all in the stretch. The time was 2:25½.

Mertens, with his record of 2:04 unpaced, tried to run away in the last heat. At the bell he had gained 100 yards and was going strong. Mertens won easily with Sims second by a narrow margin from Fred Titus. The time was 2:15½. Titus was given a dead heat decision with Sims.

The Amateur Mile Championship.

Ray Dawson, New York Athletic Club, took the first heat of the one-mile amateur national championship, I. A. Powell took the second heat, shutting out the crackajack, Blake, of Keene. Earl W. Peabody, of Chicago, was beaten in the third by Charles Muss, of Milwaukee, both riders qualifying. C. M. Ertz ran away with the fourth heat, and H. G. Gardiner shut out Morse, the Chicago crack, right at the tape. Fred Schade, the inter-collegiate crack, took the fifth heat in a hard drive and in an open finish, and J. J. R. Howard ran second. John S. Johnson, the Worcester amateur, ran away with the sixth heat, and Bert Ripley was a close second. Goehler, of Buffalo, ran fourth, shut out. R. A. Miller, and O. V. Babcock, both of the Harlem Wheelmen, captured the seventh heat handily. E. C. Hausman, and E. D. Stevens, of New York City, and Buffalo, took the concluding heat, in a pretty finish. Hausman

won by a length. The margin of Stevens was a narrow one.

The Professional Mile Championship.

The heats of the professional mile national championship were run under a time limit of 2:20 with no run over. Taylor came out of the bunch on the backstretch and Cooper gained his rear wheel. Loughhead came round and shot into the stretch after Taylor, who had run away from Cooper for one length. Loughhead passed Taylor in a hard drive and took the first position. Cooper and Gardiner were closed out by the pair. The time was 2:14½.

Sanger rode fourth and last in the second heat. Into the stretch he came along the inside and shot out of the pocket in time to catch second by a narrow margin from Becker. Mosher won the heat by an open length. The time was 2:16.

Davis paced the third heat and Eaton, Kimble, and Bald were in order back of pace. W. E. Becker, the five-mile national champion, jumped to the lead entering the bell lap. Eaton was in front at the start of the sprint. Mertens came up. Bald worked out and Callahan had his rear wheel. The pair finished a couple of lengths to the good of the field. Bald was given an ovation for his great win. The time was 2:13½.

Crooks paced the fourth and last heat. Newton, McFarland, and Stevens were in order back of pace. Kiser tried to force his way in between Stevens and McFarland and succeeded. Stevens came up at the bell and Kiser started also. Down the backstretch Kiser was back, but on the turn he worked out and into that loping sprint. Down the stretch Newton came up after Kiser and took second, shutting out Stevens. Hoyt and Oldfield were up in bunch. The time was 2:15½.

Semi-Finals Necessary.

Three semi-final heats were run in

the third-mile open amateur. In the first Peabody gave an indication of his real sprint when he opened a gap of several lengths on W. H. Fearing, of the New York Athletic Club, taking the heat in :43 $\frac{1}{2}$. Babcock and Hatterslee failed to qualify.

The second saw one of the closest finishes of the day with Llewellyn, of Chicago, John S. Johnson, of Worcester, and A. B. Goehler in the qualifying positions. The time was :47.

In the last semi-final Powell and Morse ran one, two and Miller and Zimbrich, New York and Rochester, ran a dead heat for third. The time was :47 $\frac{3}{4}$.

The two semi-finals of the mile amateur national championship were close and interesting. In the first heat Peabody, Middendorff, and Ertz qualified and in the second, J. S. Johnson, E. D. Stevens, and J. J. R. Howard. Powell, Dawson, and all the other crackajacks were shut out by these six.

The Afternoon's Races.

The one-mile national championship was the first final of the meet. As they lined up for the final, Bald had the pole, Loughhead was second, Kiser third, Mosher fourth, and Callahan, Taylor, Newton, and Sanger in order from the pole out. Seaton and Weinig were placed up to pace and Callahan caught the position with Taylor second. Bald was third in the line and Loughhead, Newton, Kiser, Mosher, and Sanger followed in order. Seaton took the first lap and Weinig the second, dropping at the bell. Entering the backstretch after the bell Kiser started to go up and the field bunched entering the turn with Loughhead in the sprint. Taylor and Loughhead were together round the bank and Bald and Kiser were back of them. Rounding into the stretch Bald claims that Kiser crowded him so badly that it was necessary for him to take his hand

from the bar to prevent a fall. Down the stretch Loughhead maintained his pace and Bald closed with him, finishing at the rear hub. Newton was coming strong for the third position when Kiser jumped almost at the tape. The Dayton lad gained third by a distance of a few inches and Newton beat Taylor, also by a narrow margin. Callahan, Sanger, and Mosher finished in order. The time was 2:03 $\frac{3}{4}$. Bald entered a protest, but the judges would not allow it as the umpire did not uphold the Buffalo man.

Mertens to the Front.

In the line-up for the final of the mile, 2:05 class, professional, Mertens had the pole, McFarland second, and Nat Butler, Sims, Callahan, Titus, and Oldfield in order. W. L. Becker paced the heat and Oldfield caught the position with Titus, Mertens, Nat Butler, Sims, and Callahan in order. Titus quit in the first lap. McFarland worked out to the front, and Oldfield and Mertens quarreled for his rear wheel. Nat Butler started round and Mertens went after him along the pole past McFarland. The pair made a pretty fight for the last twenty yards and flashed over the tape so close together that the judges and spectators could not settle it without some discussion. Butler was given the decision, with Mertens third. Sims just caught the third position from McFarland, and Oldfield was inches close to the Californian. The finish was far closer and more exciting than that of the mile professional championship.

Loughhead's Second Championship.

The start of the final heat of the quarter-mile national championship was on the banking. Gardiner who had won the fastest heat, wanted the top of the banking but the referee would not allow it. The order out from the pole was Gardiner, Cooper, Randall, Bald, Loughhead. In the jump off Cooper gained the lead and

Randall, the big Rochester rider, made a jump, gaining several lengths on the field. Cooper went after the flying man and entered the stretch in a drive that landed him nearer to him than many had thought possible. Loughead entered the stretch in



E. W. PEABODY, OF THE CHICAGO CYCLING CLUB.

third position, shut in by Cooper. Down the stretch it was a three-cornered fight in which Bald and Gardiner were not concerned at the outset. The two great riders came up with a rush and the five men went over the tape almost abreast, Bald at the extreme outside and jumping hard for the honors of the race. Loughead gained the decision by six inches and Randall was forced back to third in the whirlwind finish. Gardiner ran fourth and Bald fifth, all within less than a half wheel's length. The time was :32.

C. M. Ertz, New York, made a clever capture of the mile amateur national championship with E. D. Stevens on the pole and up to within a few inches of victory. W. H. Midendorff, of Louisville, ran third. Peabody and J. S. Johnson were fourth and fifth. The time was 2:16½.

A Chicagoan Shows.

The final of the third-mile open, amateur, was a hard drive to the finish, Edward Llewellyn, of the Woodlawn Cycling Club, Chicago, taking the victory by a few inches in the field, which finished spread out across the track and but inches apart all

around. W. H. Fearing, New York Athletic Club, was given second; Chub Nelson, Springfield, and A. B. Goehler, Buffalo, third and fourth. The time was :43¾.

Appel, Kammer, and Hight rode a third-mile exhibition on a triplet in :33, unpaced.

There was seen the finest field of the season on scratch in the two-mile professional championship. Gardiner, McFarland, Sanger, Cooper, and Loughead had the rear positions. The field was large. In the jump Gardiner and McFarland went away from Sanger, Cooper, and Loughead and the field, closing at the mile, the others caught up. McFarland went to the lead at the mile and one-third and Stevens came after him, taking second position in the line. McFarland started the sprint and Stevens followed him all the way. The field bunched round Stevens and shoved him back. McFarland would not give up the lead and came all the way, winning handsomely. Loughead shoved his nose just ahead of Newhouse and into the second position on the rear wheel of the winner. Newhouse had third, and Stevens, Church, and Sanger ran in order. The time was 4:44¾.

E. C. Hausman, 20 yards, took the two-mile amateur handicap, driving over the last twenty yards into the winning position. R. A. Miller had the going all down the stretch and the race to all appearances. He took a good second with C. W. Krick, another scratch man, third. The time was 4:30.

Gardiner's Mile.

Arthur Gardiner made his announced attempt for the mile record and succeeded in riding the fastest mile since the establishing of the present record of the world. Hamilton holds the mile record of 1:39¼. Today Gardiner did 1:39¾, missing the greatest record of the world by but two-fifths of a second in the

greatest ride ever made before a crowd. Gardiner had two quads as pacemakers and an imperfect pickup was made in which he lost about the second needed to lay low the mark. His first quarter was made in :24, the third in :32%, the half in :49%, the two-thirds in 1:07%, three-quarters in 1:16, and mile in 1:39%. Gardiner was fresh when he finished.

Frank Starbuck made an attempt for the same record and did not break the previous mark by Gardiner. His time was 1:44%.

Summaries.

Two-mile handicap, professional; first heat, eleven starters—Loughead, scratch, first; W. E. Becker, 40 yards, second; Titus, 50 yards, third; Nat Butler, scratch, shut out. Time, 4:46%.

Second heat, ten starters—Weinig, 110 yards, first; Sanger, scratch, second; Newton, 60 yards, third. Time, 5:03%.

Third heat, eleven starters—Cooper, scratch, first; Sims, 100 yards, second; Newhouse, 25 yards, third. Hamilton, shut out. Time, 5:06%.

Fourth heat, fourteen starters—Gardiner, scratch, first; Callahan, 50 yards, second; Barney Oldfield, 110 yards, third. Time, 4:41%.

Fifth heat, fourteen starters—Eaton, 35 yards, first; F. C. Hoyt, 70 yards, second; Will Coburn, 75 yards, third. Time, 4:50%.

Sixth heat, thirteen starters—Church, 40 yards, first; Wells, 90 yards, second; Stevens, 70 yards, third; McFarland, scratch, shut out. Time, 4:42.

Final heat—McFarland, scratch, first; Loughead, scratch, second; Newhouse, 25 yards, third; Stevens, 70 yards, fourth; Church, 40 yards, fifth; Sanger, scratch, sixth. Time, 4:44%.

Third-mile open, amateur; first heat, eight starters—Edward Llewellyn, Chicago, first; C. M. Ertz, New York, second. Time, :47.

Second heat, eight starters—J. S. Johnson, Worcester, first; Goehler, Buffalo, second. Time, :45%.

Third heat, eight starters—Dawson, New York, first; J. J. R. Howard, St. Louis, second. Time, :47%.

Fourth heat, seven starters—F. P. Gastalder, Allentown, Pa., first; A. Bateman, Philadelphia, second. Time, :46%.

Fifth heat—R. A. Miller, New York, first; O. V. Babcock, New York, second. Time, :44%.

Sixth heat, seven starters—E. D. Stevens, Buffalo, first; F. J. Morse, Chicago, second. Time, :48%.

Seventh heat, seven starters—I. A. Powell, New York, first; A. M. Zimbrich, Rochester, second. Time, :47.

Eighth heat, seven starters—E. M. Blake, Keene, first; W. H. Fearing, New York, second. Time, :45%.

Ninth heat, six starters—C. Coleman, Scranton, first; J. P. Rogers, Philadelphia, second. Time, :45%.

Tenth heat, eight starters—E. W. Peabody, Chicago, first; Chub Nelson, Springfield, Mass., second. Time, :45.

First semi-final, seven starters—E. W. Peabody, first; W. H. Fearing, second; C. Nelson, third. Time, :43%. Rogers, Bateman, Babcock, and Hatterslee shut out.

Second semi-final—E. Llewellyn, first; J. S. John-

son, second; A. B. Goehler, third. Time, :47. Blake, Dawson, Stevens, and Coleman shut out.

Third semi-final—Powell, first; Morse, second; Miller, third. Time, :47%.

Final heat—E. Llewellyn, first; W. H. Fearing, second; C. Nelson, third; A. B. Goehler, fourth. Time, :43%.

Quarter-mile national championship; winner of each heat to qualify; first heat—Cooper, first. Taylor and Steenson also ran. Time, :32%.

Second heat, three starters—Loughead, first; W. L. Becker and Newton also ran. Time, :34%.

Third heat, four starters—Bald, first; Stevens and Mertens also ran. Time, :34.

Fourth heat, five starters—Gardiner, first; Newhouse, Dr. Brown, Hoyt, Will Coburn also ran.

Fifth heat, five starters—Randall, first; Barney Oldfield; Kimble and Kiser also ran. Time, :33%.

Final heat—Fred Loughead, first; Tom Cooper, second; W. M. Randall, third; Gardiner, fourth; Bald, fifth. Time, :32.

Two-mile handicap, amateur; first heat, twelve starters—C. W. Krick, 40 yards, first; F. Schade, scratch, second; W. C. LeCompte, 90 yards, third. Time, 4:51.

Second heat, thirteen starters—W. A. LaDue, 70 yards, first; A. B. Goehler, scratch, second; W. A. Lantz, 55 yards, third. Time, 5:49%.

Third heat, sixteen starters—R. A. Miller, scratch, first; G. H. Collett, 60 yards, second; C. M. Bly, 40 yards, third. Time, 4:58.

Fourth heat, twelve starters—F. P. Gastalder, 110 yards, first; E. C. Hausman, 20 yards, second; O. V. Babcock, 60 yards, third. Time, 4:34%.

Fifth heat, fifteen starters—Ed Llewellyn, 60 yards, first; J. P. Rodgers, 100 yards, second; G. B. Vanhest, 160 yards, third. Time, 4:51%.

Sixth heat, twelve starters—H. H. Wright, 170 yards, first; A. M. Zimbrich, 50 yards, second; H. W. Middendorff, 50 yards, third. Time, 4:43.

Final heat—E. C. Hausman, 20 yards, first; R. A. Miller, scratch, second; C. W. Krick, 40 yards, third; H. W. Middendorff, 50 yards, fourth; C. M. Bly, 40 yards, fifth; W. A. LaDue, 70 yards, sixth. Time 4:30.

One-mile, 2:05 class, professional; first heat, eight starters—Nat Butler, first; Oldfield, second. Time, 2:52%.

Second heat, eleven starters—Fichtner, first; W. E. Becker, second; Steenson, third. Time, 2:45%. Time limit exceeded. No race, no run over.

Third heat, seven starters—Dampman won by half a lap in 2:33%; Taylor, second; Randall, third. No heat, no run over.

Fourth heat, ten starters—McFarland, first; Callahan, second; Hoyt, third. Time, 2:25%.

Fifth heat, ten starters—Mertens, first; Sims and Titus dead heat for second place. Time, 2:15%.

Final heat—Mertens, first; Nat Butler, second; Sims, third; McFarland, fourth. Time, 2:11.

One-mile championship, amateur; first heat, five starters—Ray Dawson, first; W. A. Lantz, second. Time, 2:27%.

Second heat, eight starters—I. A. Powell, first; H. W. Middendorff, second. Time, 2:15.

Third heat, eight starters—C. Muss, first; E. W. Peabody, second. Time, 2:16%. Hatterslee shut out.

Fourth heat, seven starters—C. M. Ertz, first; H. T. Gardiner, second. Time, 2:18.

Fifth heat, seven starters—Fred Shade, first; J. J. R. Howard, second. Time, 2:16%.

Sixth heat, seven starters—J. S. Johnson, first; E. Ripley, second. Time, 2:15.

Seventh heat, seven starters—R. A. Miller, first; O. V. Babcock, second. Time, 2:17.

Eighth heat, seven starters—E. C. Hausman, first; E. D. Stevens, second. Time, 2:21%.

First semi-final—Peabody, first; Middendorff, second; C. M. Ertz, third. Time, 2:18.

Second semi-final—J. S. Johnson, first; E. D.

Stevens, second; J. J. R. Howard, third. Time, 2:09.

Final heat—C. M. Ertz, first; E. D. Stevens, second; H. W. Middendorff, third. Time, 2:16½.

One-mile championship, professional; first heat—Loughead, first; Taylor, second. Time, 2:14½.

Second heat, five starters—H. P. Mosher, first; Sanger, second. Time, 2:16.

Third heat, eight starters—Bald, first; Callahan, second. Time, 2:13½.

Fourth heat, nine starters—Kiser, first; C. R. Newton, second. Time, 2:15¾.

Final heat—Fred Loughead, first; E. C. Bald, second; E. H. Kiser, third; C. R. Newton, fourth; "Major" Taylor, fifth; L. A. Callahan, sixth; W. C. Sanger, seventh; H. P. Mosher, eighth. Time, 2:03¾.

FAVORITES SHOW.

Philadelphia, Pa., Aug. 7.—E. C. Bald said tonight, after a hard day's work, "I was beaten fairly in both races today and there is not the slightest doubt about it. I had a little hard luck in the half-mile championship when my chain broke, but that is all in the game. Kiser beat me fair and square in the mile and Mertens beat me in the five-mile as fairly as I was ever beaten in my life. I was simply ridden out, baked, as we say, and that was all there was to it. I was in the very best of condition and have not an excuse to offer in any of the races except, of course, in the half-mile, and as I say, a broken chain is all in the game. The season is not over yet, in fact it is now only at the third, and there is a long, hard fight ahead of us and a hard fight left behind. The championships have not all been ridden yet."

Earl Kiser was the winner of the half-mile national championship and of the great mile open race for which a purse of \$500 was offered. August C. Mertens, team mate of Kiser, won the five-mile national championship, and Orlando Stevens won the mile handicap. Every race was a contest throughout, and every race was a clean cut victory.

The second day of the eighteenth national meet will go down into history. There were surprises the first day and the second was no exception. Particularly was this the case in the professional races. Again the favor-

ites went down, bowled over by the very men who were figured by the knowing ones as having not the slightest show against the big men of the path. Kiser's showing of yesterday would certainly never have made him a favorite in any betting ring, had there been such a thing at today's



A. B. GOEHLER, OF BUFFALO.

races. Yet Kiser won two brilliant victories and proved beyond the peradventure of a doubt that he is the great rider that Tom Eck has claimed for him. Kiser proved that his great race at Philadelphia, June 26, when he beat both Bald and Cooper in the first great match race of the season, was not a fluke and that it was possible to turn the same trick again.

Loughead Was Sick.

Fred Loughead, the winner of the quarter-mile and the mile national championships of yesterday, was unfortunate in his second day's attempt. His stomach failed him and he was forced to retire from the final of the mile open, professional, and to give up in the mile handicap in which he started from scratch with McFarland and Kiser. Loughead competed in the half-mile championship, but did nothing in that. The Canadian,

whose present address is the Press Cycling Club, of Buffalo, under whose colors he rides, captures the quarter and the mile, Kiser the half-mile, and Mertens the five-mile, and there are still other championships to be run at Reading next Tuesday and Wilkes-barre next Thursday. It is certain now that the championships will not all be held by one man and probably certain that they will not be held by two men, for conditions will change with the other prominent lights and new faces will come to the front later on.

Too Much Glory.

Many of the prominent men, among the number Cooper, say that they will not start in national championships again. They give as their reason the fact that but mere baubles reward them for their victory and their chances are injured for the later contests by the hard work done for the empty honor alone. Cooper is very positive in his statement. He claims that the pacing in the half-mile national championship was not what it should have been and apparently the Detroit man has some basis for his claim. Weinig, the big Buffalonian, is able to go much faster than he did go at the start of the great race. His pacing was a frost and the contest would have been far better without it. Weinig was snowed into the bunch early in the game and it was apparent to the knowing ones that he was making some play that was not on the cards. His great sprint on the backstretch when the point was reached where he was supposed to drop had some object attached to it, but that object did not show on the surface. There are dark hints of "fixed" pacing in the race and these are the claims advanced by Cooper, who says that he is able to prove the charges. However, the arrangement failed and the race was run out fairly to the close. The unfortunate breaking of Bald's chain

robbed the contest of much of its interest.

The Big Three Show.

The big three managed to show to the front in the great mile race and "Major" Taylor, the darkey, hissed by a few, but cheered by the majority, took a good fourth. Taylor showed during the day by his many hard finishes in the heats, the semi-finals, and the finals, that he is not misplaced when given a position among the top notchers of the year. There can, however, be not the slightest doubt that Taylor gained a start in the final of the mile open through a close decision over Mertens in the semi-final, to which he was not entitled. That finish was a grand one, and Taylor and Mertens were hardly inches apart for the third position. The judges erred here as did they in other finishes of the day.

But the poor judges could hardly be blamed for some errors in such whirlwind finishes as were seen. Never before in past seasons have so many hard finishes been seen, where men were inches apart all around from the first to the last man. Game men fought out every race—gamer men never were seen—and the puzzling jumps that came in those last few feet tangled judges and spectators alike until neither knew just exactly where he was at.

Loughead Has a Right to Ride.

There was a question raised by one of the prominent men after the first day's racing of the legality of the wins of Loughead in the quarter-mile and the mile national championships, owing to the fact that Loughead originally hailed from Sarnia, Canada. Chairman Mott was appealed to in the matter and soon settled the controversy. "I hold that Loughead is a resident of the United States in that he is practicing his profession in this country and has so practiced for the past two years. The doctor or



ONE OF JARVIS' RACEMAKERS

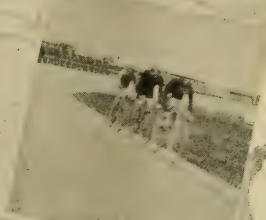
EARL KIDDER



TRAINER YOUNG WORKING



COOPER IN REPOSE

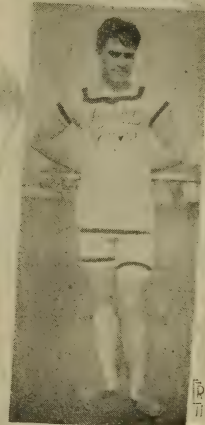


BALD WORKING OUT

At the LEAGUE MEET



STEENSON "OLD SIDE WHEELER"



RED TITUS



REFEREE MONT ADVISING THE RIDERS



OWEN KIMBLE



MAJOR TAYLOR AND TRAINER

the lawyer that comes to this country from any other country and who practices his profession steadily in one place, is considered a resident of the country. Loughhead may not be a legalized voter, but to my mind he is entitled to ride in the championships and to hold what he has won in those great races. I have so decided and the decision is final."

Charles M. Ertz now holds the amateur mile national championship and I. A. Powell holds the two-mile amateur championship, and a host of good amateurs must return to their homes with nothing to reward them for their long trips to the east. However, when the great number of entries, the record breaking entry list, is taken into consideration, the spoils may be said to have been divided fairly and the results to have been the most surprising of many years of racing.

The Heats in the Morning.

The first event of the morning was the half-mile national championship heats. Cooper jumped out of the bunch in the first heat and led all the way to the tape, Loughhead pushing him right along but riding only for the qualifying position. "Major" Taylor ran third. The time was 1:07 $\frac{3}{4}$.

Gardiner ran away with the second heat, and Kimble finished at the rear of the Chicago man, a length back only. Mosher, Brown, Newton, and Eaton ran in order. The time was 1:12 $\frac{1}{2}$.

Orlando Stevens paced the entire third heat and won out over Kiser by six inches in a sensational finish. The judges gave Kiser the heat, but the grand stand did not like the decision. The time was 1:06 $\frac{1}{4}$.

Bald and Mertens nearly ran a dead heat in an all-down-the-stretch finish in the fourth and last heat, and Callahan followed Bald's wheel all through the contest. The judges placed Bald first and Mertens second,

which seemed about as right as could be without a dead heat decision. The time was 1:08.

The Amateur Mile Handicap.

Fred Schade, the inter-collegiate champion of old, was scratch man in the first heat of the mile handicap, amateur. The curly-headed youngster had Hatterslee, the 10 yard man, to make the running. Hatterslee won and Schade ran third from his mark in the good time of 2:11 $\frac{1}{2}$. O. V. Babcock was between the two.

From scratch in the second heat E. M. Blake, of Keene, ran second to E. L. Wilson, a 50-yard man. Mid-dendorff, 20 yards, was third. The time was 2:14.

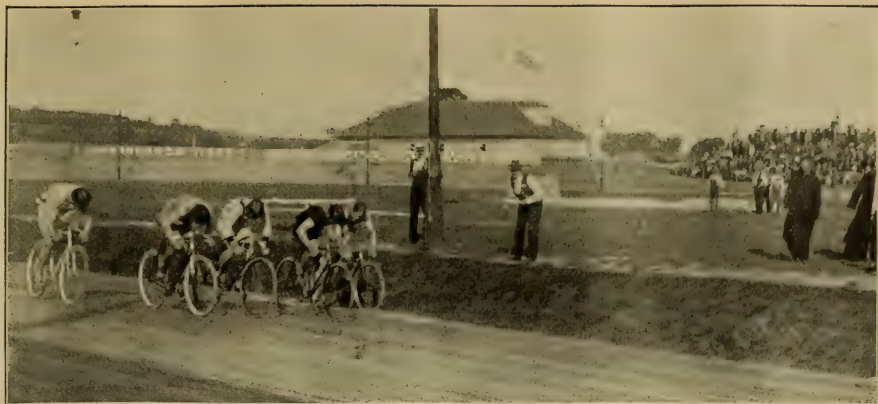
E. W. Peabody, the Chicago crack, went from scratch in the third heat. Two men ran away with the heat and Lantz shut Peabody out of the third and qualifying position. Hausman, the New York rider, also beat the Chicago crack.

Adolph Goehler, the flying Dutchman of the amateur ranks, was at scratch in the fourth heat with George Reith, of New York, at 10 yards. Moller, the Mexican champion, was at 25 yards. Goehler headed Reith and paced him up past Moller and to the bunch. Goehler ran third in a close finish in the record time of 2:09 for this meet. Reith failed, as did Moller.

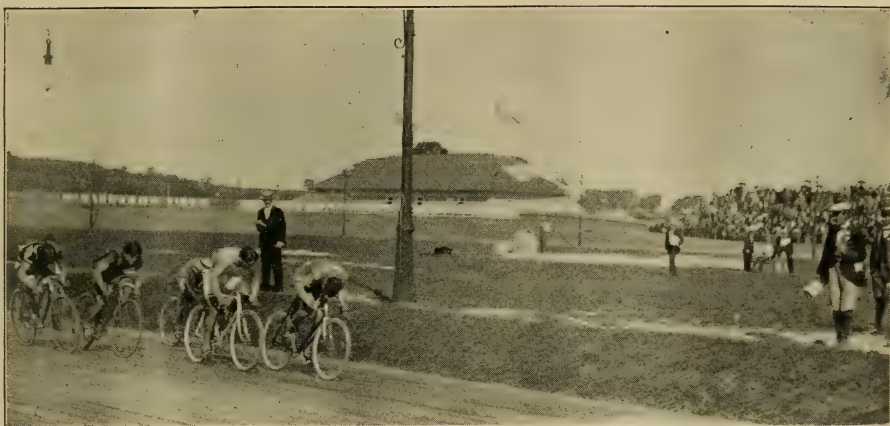
R. A. Miller, the New York rider, had the mark of honor in the fifth heat. Llewellyn, winner of the third-mile yesterday, won out over Miller in 2:09 $\frac{1}{4}$. This was one-fifth second back of Goehler.

George H. Collett, of New Haven, at 15 yards, was virtual scratch man in the sixth heat. Jack Edwards, California, the scratch man, did not start. Collett failed to qualify, Ray Murray, of Pleasant Valley, gaining a close decision over Gardiner. The time was 2:16 $\frac{1}{2}$.

Charles M. Ertz, the amateur mile national champion, was alone on the



The professional quarter-mile championship.



Loughead's win of the mile championship.



Kiser lands the half-mile championship.

back mark in the seventh heat with the great Reading rider, Krick, at 20 yards. Ertz rode a great race, maintaining his head throughout and winning from Krick by a few inches in 2:09 $\frac{3}{4}$. The judges gave Krick first.

Fred J. Morse, the Chicago crack, at 10 yards, was virtually scratch in the eighth heat, and Charles Muss, the great Milwaukee rider, was at 20 yards with Dan Dougherty, of St. Louis, at 25. Geo. H. Collett, New York, was at 30 yards, the warmest line-up of the race. Morse was wide at the finish, but a winner easily by a half length. Morse, Muss, and Dougherty took the heat in order in 2:11 $\frac{3}{4}$.

"Doggy" Stevens, of Buffalo, had 10 yards in the ninth and last heat. Zimbrich, of Rochester, at 25 yards, was his most likely competitor. Zimbrich failed to show. Stevens ran fourth without qualification, according to the judges. Chas. Coleman, 35 yards, won the heat. Stevens was probably third. The time was 2:11.

The Mile Handicap, Professional.

Tom Cooper did not start from his mark in the first heat of the professional mile handicap, and Steenson, at 15 yards, was virtual scratch man. McCurdy, 120, and Weir, 135, had been treated nicely by their local handicapper, and ran away with the heat in 2:07.

A. C. Mertens started from scratch instead of 15 yards, in the second heat to go for the mile record mark of 2:05 $\frac{1}{4}$ held by Gardiner and made at the Springfield, Ill., National circuit meet. Mertens made one great ride all the way and gained the front of the field at the half-mile, going right along for his record with the field swinging after him. The first third was :41 $\frac{1}{4}$, world's competition record. His two-thirds in 1:22 was not record. He finished back in the bunch, ridden out, in 2:06 $\frac{3}{4}$, the race being won by Seaton and Goodman in 2:04. Ziegler's record of 1:19 is the world's record at two-thirds.

Kiser was scratch in the third heat. J. C. Henderson, 125 yards, won, and Kiser loped into second position easily. The time was 2:11 $\frac{1}{4}$.

Loughead was scratch in the fourth heat, with Charles Church at 15 and Taylor at 25 yards. Taylor made a sensational jump and opened his handicap on Loughead, gaining the bunch at the third and starting right after the limit men. At the bell he was third, and on the backstretch he led, when Loughead made a great run to the front and to the side of Taylor. It was a great battle of four men down the stretch, and Taylor ran fourth and out. Loughead and Church ran a half length apart, but the judges gave it Church, Loughead, and the time 2:07.

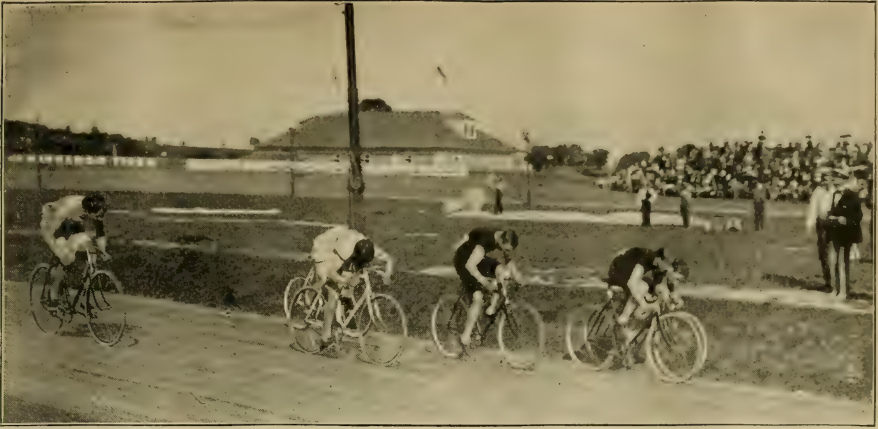
W. E. Becker was virtually scratch in the fifth heat, John S. Johnson being unable to start owing to his injuries. Stevens started in this heat as he wanted to be parted from McFarland, owing to the talk of team work between the men. Hoyt and Stevens ran a close finish and the judges got it right, qualifying both men. The time was 2:06 $\frac{1}{4}$.

McFarland, the lanky Californian, was scratch in the sixth and took second to Howard Mosher in a strong finish down the stretch. The time was 2:06.

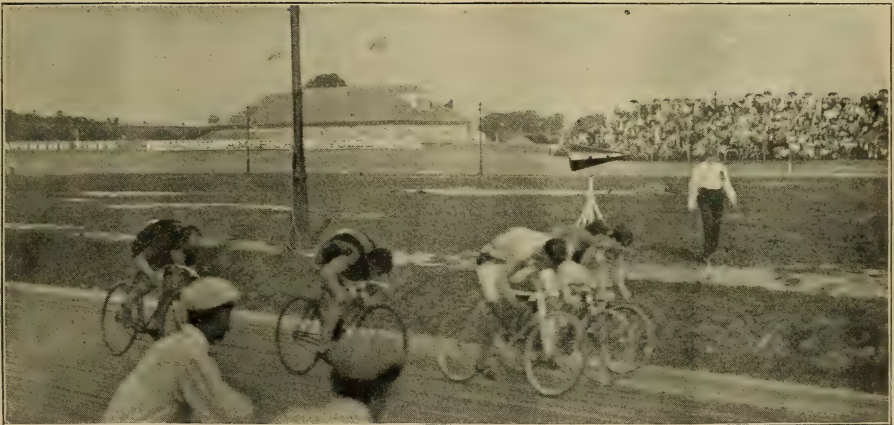
Nat Butler started scratch in the seventh heat and closed the field so quickly that the first loaf of the race resulted. Eaton tried a sneak round the bunch, but Butler headed him off. The pair failed to get round, as they started too late, Coleman and Fichtner coming out of the bunch for a win with Butler and Eaton third and fourth, not qualifying in these positions. The time was 2:17.

The Five-Mile National Championship.

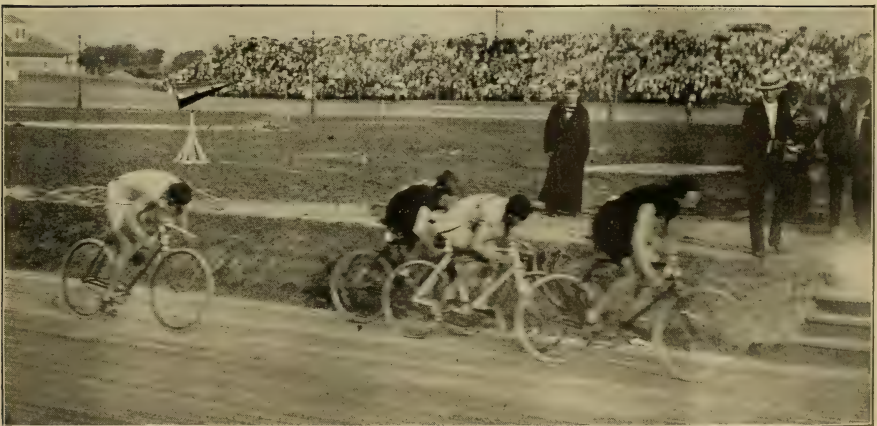
Chairman Mott advised the men starting in the first heat of the five-mile national championship to the effect that any man looking back would, like Lot's wife, be turned into



Ertz winning the amateur mile championship.



First semi-final of the \$500 race



Powell captures the two-mile amateur championship.

a pillar of salt. Chairman Mott directed the pacemaking, ordering the men to come up one by one. F. J. Wagner held the position at the megaphone. Dickerson and Frank Butler, working together, ran away from the field for a time by changing pace. They were caught, however. Goodman was disqualified for refusing to go up when called. Titus punctured. Steenson was out in a great finish with Newton second, and Church third. The time was 12:14. Cooper and Loughhead were scratched altogether from the race.

Ten men started in the second heat. W. E. Becker was up in the heat, with McFarland, Stevens, Nat Butler, Mertens, and Starbuck. The last rider insisted on five-mile heats instead of one-mile, as proposed. Mertens, in his turn at the pace, opened the field and dropped off Clint Davis. McFarland led in the long quarter-mile sprint, and Weinig pushed him hard. Mertens shot into third position, and both W. E. Becker, the five-mile champion, and Frank Starbuck, one of the best five-milers in the country, were shut out. The time, 11:54½, was very fast for an unpaced race.

Bald started in the third heat, the only one of the big five, consisting of Bald, Cooper, Kiser, Gardiner, and Loughhead, to start in the five-mile national championship. A. S. Lee, the five-mile amateur champion of the present season, was also a competitor. Repine, the southern champion and Louis Callahan, a winner of a position in the five-mile championship last season, also started. W. W. Hamilton, the mile record holder, pulled the field along merrily in his turn. Louis Callahan never changed from the rear wheel of Bald, clinging like a leech to that favored position. Callahan had to leave his position to take his part of the pace and Hoyt and Oldfield euchered him out of the position when he came back. He re-

gained it all right, however. Three Buffalo men, Bald, Newhouse, and Callahan ran one, two, three in order in a hard finish and an exciting finish as well. The time was 11:32¾.

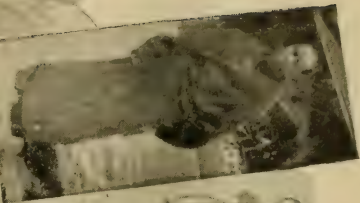
Afternoon Heats.

Eight heats were run in the amateur mile open in the afternoon. In a close finish Fred Hatterslee, of St. Louis, walked in a winner of the first heat, Llewellyn, of Chicago, beating Fearing, of the New York Athletic Club, for the second and qualifying position. The time was 2:16¾. George Reith and H. Middendorff shut Ray Dawson out of the final heat neatly in an inches close fight in 2:27 in the second heat. Chas. M. Ertz and Chub Nelson qualified in the third over a small field in 2:17¾. W. E. Tenzler and W. P. Gastalder shut Howard, the St. Louis crack, out of the final in 2:14.

Many cracks went down in the fifth heat, when I. A. Powell and George H. Collett shut out Goehler, the Buffalo phenom, Dan Dougherty, the great St. Louis rider, Charles Muss, the Wisconsin champion, and John S. Johnson, of Worcester. The time was 2:13¾. E. C. Hausman and Stevens, the Buffalo rider, shut other good ones from the final in the sixth. The time was 2:23. R. A. Miller and Peabody had a tight rub at the close of the seventh heat, and Miller won inches in 2:22½. Babcock, of New York, was shut out. E. M. Blake and La Due, of Cold Spring, N. Y., closed Morse, of Chicago, out by six inches in a tight little rub in the eighth and last heat. The time was 2:15¾.

The Professional Mile Open.

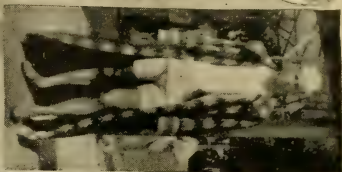
Seven heats were run in the great mile open race of the meeting for which a purse of \$500 was offered. Every heat was a race throughout, with all the shifting and interest of the real contest. In the first heat the



MAT BUTLER



WILFEARING



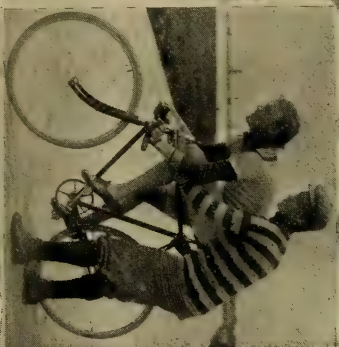
P.A.
HILLER



LOUGHEAD



FRENCH
MURPHY
AND
LE COMPTON
OF
BALTIMORE

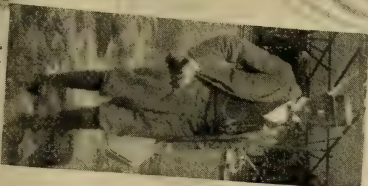


FRED SCHADE

NOTABLES AT PHILADELPHIA



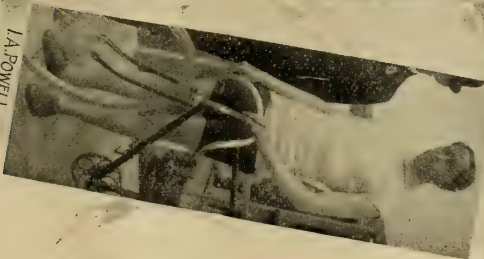
CHUB NELSON



CADIMON



CHERTZ



LAPOWELL

race was for second position, as Cooper was the lone star. Steenson proved that he was right in asserting that his win of the five-mile heat of the morning was no fluke when he took a driving second to Cooper, shutting out Becker, Randall, and Weinig. The time was 2:09¾.

"Major" Taylor had the speed and the staying qualities when he ran away with the second heat with Newhouse in full cry back of him. Sanger, Hoyt, Goodman, and others had to suffer at the hands of the darkey. The time was 2:11¾.

Loughead had little difficulty in winning the third heat, C. R. Newton running a close second, shutting out Barney Oldfield by a few inches. The time was 2:14½.

Jay Eaton showed to the front for the first time in a grand sprint in the fourth heat, Kimble taking second in a hard ride, shutting out McFarland and Frank Butler. The time was 2:14¾.

Kiser held the rear wheel of the pacemaker in the fifth heat and his loping sprint landed him an easy winner over Watson Coleman in 2:09¾, shutting out, among others, Will Coburn, the St. Louis crack.

Bald and Stevens rounded into the stretch in the sixth heat neck and neck. Nat Butler went wide, passing on the outside of Bald to within a foot of the tape as Bald crossed. This shut out Stevens, who held the pole in the hard finish. The time was 2:08¾.

Gardiner never left a doubt of the finish of the seventh and last heat, sprinting all the way from the quarter with Mertens on his rear wheel. Callahan and Davis, both of Buffalo, fought hard. The time was 2:12¾.

Two-Mile Amateur National Championship.

Geo. Reith, I. A. Powell, and G. H. Collett qualified in the first semi-final of the two-mile amateur championship, closing out among others R. A. Miller, of New York, F. J. Miller,

Buffalo, E. D. Stevens, Buffalo, and John S. Johnson, the Worcester rider. The time was 4:31½.

E. M. Blake, the third-mile record holder, jumped the bunch in the second heat. Ertz went after the fleeing man and Peabody was after Ertz with Llewellyn, of Chicago, on his rear wheel. They finished in a mass in the following order: Peabody and Llewellyn, of Chicago, first and second, and Blake and Ertz in a dead heat, closing out the mile champion Schade, Dougherty, and Howard.

Semi-Finals of Mile Open Professional.

The finish of the first semi-final of the mile open professional was one of the grandest of the meet. Gardiner had the going down the stretch and Bald beat him by inches at the tape. Mertens shot up and placed the third position very decidedly in doubt. He got it in all probability, two feet hardly separating all four men. The time was 2:10¾.

Another bull was made in the second semi-final of the same race. Taylor had the pole and the going down the stretch when Kiser loped up and past, taking the position in a tight rub. Eaton was up on Kiser's rear wheel and Taylor on the pole with Kimble wide made a great fight for the third and last chance for qualification. Taylor gained the decision, but Kimble probably won it.

In the semi-final heats of the one-mile amateur handicap Goehler, scratch, was closed out in the first heat, Schade, the other scratch man, winning the heat. In the second heat E. M. Blake failed to qualify, while Miller and Hatterslee gained positions.

THE FINALS.

The half-mile national championship was the first of the programme to come to a final issue. The best and most representative field of the meet lined up for this contest, Kiser, Cooper, Bald, Gardiner, Loughead, Mertens, and Kimble. Al Weinig, of

Buffalo, paced, and Kiser, Cooper, and Bald caught the positions in order named. Entering the stretch the pacemaker was slow and down the stretch Loughhead, Mertens, and others went up and started back completely snowing the pacemaker into the bunch. Bald broke his chain and was out. Weinig worked out and started a merry clip. Mertens worked out with Kiser on his rear wheel, leading the bunch. Kimble came out of the bunch and down the stretch he pushed Mertens to a finish, gaining in the second position a half length back of Kiser with Mertens but a few inches back of him. Stevens on the pole, Gardiner on the outside, and Cooper next to Stevens, with Loughhead between Cooper and Stevens, finished in order named. The time was 1:03.

Stevens Wins the Handicap.

Kiser, McFarland, and Loughhead started scratch in the final of the professional mile handicap, and the race was made interesting by their battle. The field in front bunched, and at the bell the scratch men, with Church (15) were still fifty yards back of the bunch. Loughhead pulled the field up and closed with the leaders, dropping out finally. He was sick and was excused from the final of the mile open on this account. His stomach was wrong. Stevens worked out to the front and McFarland went up, the pair rounding into the stretch nearly together. Down the stretch Stevens could not be headed. The Iowa man won by a length over Watson Coleman, with F. C. Hoyt, R. P. McCurdy, Fichtner, and McFarland in order and close up. The time was 2:07.

Powell Makes a Showing.

The final of the two-mile amateur national championship was interesting. Dan Dougherty paced and at the quarter Ertz, Powell, and Miller worked out to the front. Ertz led

in the sprint and Powell came out in the stretch. Peabody worked up and gave a good accounting of himself, taking second by a length and right on the rear wheel of Powell. Llewellyn, on the pole and nearly over, and Ertz rode a desperate race for the finish, the Woodlawn man being given the decision. Ertz protested. Peabody protested Powell, but it was not allowed. The time was 4:29½.

Kiser Wins the Gold.

The line-up of the final for the great professional mile open for a purse of \$500 was Bald, Kiser, Gardiner, Eaton, Cooper, and Taylor. Hamilton, the mile record holder, and Clint Davis paced. Cooper caught the pacemaker and Kiser, Bald, Taylor, Eaton, and Gardiner followed in order. At the bell Eaton started up around, with Gardiner on his rear wheel. Down the backstretch the pair gained the lead and on the last banking Bald started his jump around. Kiser shot inside of Gardiner and Eaton on the pole and gained the lead, loping down the stretch. Bald started up gamely and the battle was on, with Cooper distinctly in the running. The big three finished this time with but inches separating second and third men. Kiser was first by half a wheel. Taylor was sewed back in the stretch and gained fourth money by his good work. Gardiner was fifth. The time was 2:03½.

Hausman Captures the Amateur Mile.

The final of the amateur mile open saw one of the prettiest amateur finishes of the meet with Hausman, Collett, Ertz, and La Due in order, and Tenzler and Reith close up. The field had been sifted down in two semi-finals and many of the good men had been shut out. The time of the final was 2:09¾.

Long-mark men won in the amateur mile handicap, no back-mark men gaining acknowledgment.

Krick and Hatterslee did not catch up at all. The race was uninteresting because so open.

The Five-Mile Championship.

The line-up for the final of the five-mile national championship was Bald, McFarland, Steenson, Newhouse, Weinig, Newton, Callahan, Mertens, Church. Fred Titus, whose only wish at this meet was to win this very race, and whose tire punctured in the heat, paced the contest. Sims, Randall, Davis, Aker, Wells, and Ben Turvill, each paced two laps. Callahan, Newton, Newhouse, Mertens, Bald, McFarland, Weinig, Steenson, and Church was the order catching pace. Nearing the two miles Bald crowded Mertens out and that rider went up and around and dropped into second position back of Callahan. Church went up and around with McFarland on his rear wheel. Callahan went round and dropped back to the position. Church gained the pace on Callahan's rear and McFarland followed him. At the eighth lap Mertens went round and dropped back. Callahan again took the position by sliding up on the pole. Bald worked on the pole, sliding up one by one to gain the front. At three miles Newton went up the line and on the change of pacemaker secured the position. Church and Steenson dropped out at eleven laps. Callahan, Newton, Mertens, McFarland, Newhouse, Bald, and Weinig was the order back of pace at four miles.

The Final Sprint.

At the bell Mertens went up on the jump and Bald worked up to his rear. In the backstretch Newhouse and McFarland shot round Bald and Mertens and into the lead. There was a rush to overtake this and Mertens came out just as Callahan, Newton, and Weinig went down starting the last bank. Down the stretch Mertens maintained his lead and shot out and past Bald while the stand was in confusion. Bald made a fight but

could not beat the St. Paul man, who for the third year of late, took the five-mile championship to the Twin Cities. Johnson captured the race in '93, and Becker got it last year. Mertens takes it home this year. McFarland gained the third decision over Newhouse. The time was 10:45.

Fred Schade, the ex-inter-collegiate champion, rode a third-mile, paced, doing :32 $\frac{1}{2}$, which lowers the third-mile record made by Porter at Waltham in '94.

"Major" Taylor rode a mile, paced by a quad and miserably picked up by a triplet captained by "Turkey" Thompson, in 1:45 $\frac{3}{4}$. The man could not have broken the world's record or the mark of Gardiner of 1:39 $\frac{3}{4}$, but he could have made several seconds better time.

Summaries.

Half-mile national championship; first heat, eight starters—Cooper, first; Loughhead, second. Time, 1:07 $\frac{1}{2}$. Taylor, Aker, and Goodman shut out.

Second heat, six starters—Gardiner, first; Kimble, second. Time, 1:12 $\frac{1}{2}$. Newton, Eaton, and Will Coburn shut out.

Third heat, seven starters—Stevens, first; Kiser, second. Time, 1:06 $\frac{1}{2}$. Hoyt and Newhouse shut out.

Fourth heat, eight starters—Bald, first; Mertens, second. Time, :08. Butler, Randall, and Callahan shut out.

Final heat—Earl Kiser, first; O. S. Kimble, second; A. C. Mertens, third. Time, 1:03. Gardiner, Stevens, Loughhead, and Cooper also ran.

Two-mile amateur championship; first heat, six starters—R. A. Miller, first; J. S. Johnson, second; G. Reith, third. Time, 4:42.

Second heat, nine starters—I. A. Powell, first; W. H. Caue, second; J. Costello, third. Time, 4:52.

Third heat, nine starters—W. E. Tenzler, first; B. Ripley, second; H. W. Middendorff, third. Time, 4:56.

Fourth heat, six starters—E. Stevens, first; G. H. Collett, second; Peabody, third. Time, 5:02. Krick and Hatterslee shut out.

Fifth heat, seven starters—F. J. Morse, first; F. L. Gast, second; C. M. Ertz, third. Time, 4:47 $\frac{1}{2}$.

Sixth heat, seven starters—Fred Schade, first; C. M. Bly, second; J. J. R. Howard, third. Time, 5:01 $\frac{1}{2}$. Fearing shut out.

Seventh heat, seven starters—E. Llewellyn, first; Dan Dougherty, second; E. M. Blake, third. Time, 4:54.

First semi-final—Geo. Reith, first; I. A. Powell, second; G. H. Collett, third. Time, 4:31 $\frac{1}{2}$. J. S. Johnson and E. D. Stevens shut out.

Second semi-final—E. W. Peabody, first; E. Llewellyn, second; E. M. Blake, third. Time, 4:28 $\frac{1}{2}$. Dougherty and Ertz shut out.

Final heat—I. A. Powell, first; Earl Peabody, second; Ed. Llewellyn, third; C. M. Ertz, fourth. Time, 4:29 $\frac{1}{2}$.

One-mile open, amateur; first heat, nine starters—Fred Hatterslee, first; E. Llewellyn, second. Time, 2:16 $\frac{1}{2}$.

Second heat, six starters—G. Reith, first; H. W. Middendorff, second. Time, 2:27. Dawson shut out.

Third heat, five starters—C. M. Ertz, first; C. Nelson, second. Time, 2:17%. F. L. Gast shut out.

Fourth heat, six starters—W. E. Tenzler, first; F. P. Gastalder, second. Time, 2:14. Ripley shut out.

Fifth heat, nine starters—I. A. Powell, first; G. H. Collett, second. Time, 2:13%. Dougherty, Goehler, and Muss shut out.

Sixth heat, six starters—E. C. Hausman, first; E. D. Stevens, second. Time, 2:23. Costello shut out.

Seventh heat, six starters—R. A. Miller, first; Peabody, second. Time, 2:22%.

Eighth heat, six starters—E. M. Blake, first; W. A. LaDue, second. Time, 2:15%. Morse shut out.

First semi-final—W. E. Tenzler, first; G. H. Collett, second; W. A. LaDue, third. Time, 2:15%.

Second semi-final—G. Reith, first; E. C. Hausman, second; C. M. Ertz, third. Time, 2:15%.

Final heat—E. C. Hausman, first; G. H. Collett, second; C. M. Ertz, third; W. A. LaDue, fourth. Time, 2:09%.

One-mile handicap, professional; first heat, twelve starters—R. P. McCurdy, 120 yards, first; R. Wier, 135 yards, second. Time, 2:07. Steenson and Callahan shut out.

Second heat, ten starters—W. H. Seaton, 60 yards, first; F. E. Goodman, 35 yards, second; A. E. Weing, 70 yards, third. Time, 2:06%. Mertens shut out.

Third heat, ten starters—J. C. Henderson, 125 yards, first; Kiser, scratch, second. Time, 2:11%. Newhouse and Randall shut out.

Fourth heat, eleven starters—Longhead, scratch, first; Church, 15 yards, second. Time, 2:07. Repine and Taylor shut out.

Fifth heat, eleven starters—Hoyt, 40 yards, first; Stevens, 40 yards, second. Time, 2:06%. Becker and Oldfield shut out.

Sixth heat, nine starters—Mosher, 60 yards, first; McFarland, scratch, second. Time, 2:06%.

Seventh heat, nine starters—Coleman, 50 yards, first; E. D. Fichtner, 75 yards, second. Time, 2:17. Butler and Eaton shut out.

Final heat—O. L. Stevens, 40 yards, first; Watson Coleman, 40 yards, second; F. C. Hoyt, 40 yards, third; R. P. McCurdy, 120 yards, fourth; E. D. Fichtner, 75 yards, fifth; H. P. Mosher, 60 yards, sixth. Time, 2:07.

One-mile handicap, amateur; first heat, thirteen starters—Fred Hatterslee, 10 yards, first; O. V. Babcock, 30 yards, second; Fred Schade, scratch, third. Time, 2:11%.

Second heat, ten starters—E. L. Wilson, 50 yards, first; E. M. Blake, scratch, second; H. W. Middendorff, 20 yards, third. Time, 2:14.

Third heat, seven starters—E. S. Gee, 125 yards, first; C. Oliphant, 100 yards, second; W. A. Lantz, 30 yards, third. Time, 2:16%.

Fourth heat, ten starters—E. S. Youse, 65 yards, first; W. A. LaDue, 40 yards, second; A. B. Goehler, scratch, third. Time, 2:09.

Fifth heat, ten starters—E. Llewellyn, 15 yards, first; R. A. Miller, scratch, second; R. M. French, 100 yards, third. Time, 2:09%.

Sixth heat, eight starters—R. Murray, 75 yards, first; H. G. Gardiner, 50 yards, second; G. B. Van Hest, 100 yards, third. Time, 2:19%.

Seventh heat, eleven starters—C. M. Ertz, scratch, first; C. W. Krick, 20 yards, second; R. J. Bond, 110 yards, third. Time, 2:09%. Judges gave Krick first.

Eighth heat, eleven starters—F. J. Morse, 10 yards, first; C. Muss, 20 yards, second; Dan Dougherty, 25 yards, third. Time, 2:11%.

Ninth heat, nine starters—C. Coleman, 35 yards, first; J. E. Chalfant, 100 yards, second; J. L. Fagan, 80 yards, third. Time, 2:11.

First semi-final, twelve starters—W. A. LaDue, 40 yards, first; W. A. Lantz, 30 yards, second; R. Murray, 70 yards, third; H. G. Gardiner, 50 yards, fourth; J. F. Chalfant, 100 yards, fifth. Time, 2:07%.

Second semi-final, thirteen starters—C. W. Krick, 20 yards, first; F. R. Hatterslee, scratch, second; R. A. Miller, scratch, third; E. L. Wilson, 50 yards, fourth; R. M. French, 100 yards, fifth. Time, 2:07%.

Final heat—Ray Murray, 70 yards, first; J. F. Chalfant, 100 yards, second; R. M. French, 100 yards, third; R. A. Miller, scratch, fourth. Time, 2:06.

One-mile open, professional; first heat, six starters—Tom Cooper, first; Steenson, second; Becker, third. Time, 2:09%.

Second heat, six starters—Major Taylor, first; Al Newhouse, second; Sanger, third. Time, 2:19.

Third heat, four starters—Fred Longhead, first; C. R. Newton, second. Time, 2:14%. Church and Oldfield shut out.

Fourth heat, six starters—Jay Eaton, first; O. S. Kimble, second. Time, 2:14%. McFarland shut out.

Fifth heat, seven starters—Earl Kiser, first; W. Coleman, second; Tom David, third. Time, 2:09%.

Sixth heat, six starters—E. C. Bald, first; Nat Butler, second; O. L. Stevens, third. Time, 2:08%.

Seventh heat, six starters—A. Gardiner, first; A. C. Mertens, second; L. Callahan, third. Time, 2:12%.

First semi-final—Bald, first; Gardiner, second; Cooper, third. Time, 2:10%.

Second semi-final—Kiser, first; Eaton, second; Taylor, third. Time, 2:19.

Final heat—Earl Kiser, first; E. C. Bald, second; Tom Cooper, third; "Major" Taylor, fourth; Arthur Gardiner, fifth; Jay Eaton, sixth. Time, 2:03%.

Five-mile national championship, professional; first heat, nine starters—Steenson, first; Newton, second; Church, third. Time, 12:14. F. Butler, Goodman, and Titus shut out.

Second heat, eleven starters—McFarland, first; Weing, second; Mertens, third. Time, 11:54%. Starbuck, Stevens, and W. E. Becker shut out.

Third heat, ten starters—Bald, first; Newhouse, second; Callahan, third. Time, 11:32%. Hoyt shut out.

Final heat—A. C. Mertens, first; E. C. Bald, second; F. A. McFarland, third; Al Newhouse, fourth; H. R. Steenson, fifth; C. A. Church, sixth. Time, 10:45.

F. ED. SPOONER.

RESULTS OF THE NATIONAL CHAMPIONSHIPS.

Distance.	Winner.	Wheel.	Tire.
Quarter-mile, professional	Fred Longhead	Pierce	M. & W.
Half-mile, professional	Earl Kiser	Spalding	Palmer
One-mile, professional	Fred Longhead	Pierce	M. & W.
Two-mile tandem, professional	Bald and Church	Barnes	M. & W.
Five-mile, professional	A. C. Mertens	Spalding	Palmer
One mile, amateur	C. M. Ertz	Cleveland	Palmer
Two-mile, amateur	I. A. Powell	Spalding	Palmer

THE LEAGUE MEETS OF THE PAST

By Abbot Bassett

On the eve of the eighteenth annual meet of the L. A. W. it is eminently fitting that we pause for a moment and take a glance backward over the long line of meets that have preceded it, says Secretary Abbot Bassett in the last issue of the L. A. W. Bulletin.

One meet resembles another, as one brilliant star-illuminated night is much like others that we have known, and we look at the star-bedecked heavens and say, over and over again, this is the grandest sight we have seen. We come back from every meet with the feeling that it has been the best on record, and that we shall never see its like again.

These annual gatherings are now no more than social occasions, for we have long since divorced them from the business meetings, and we give our pleasure full bent, altogether relieved from the distressing complications of league politics. Here we give birth to, rekindle and perpetuate, that grand camaraderie which is the corner-stone of our organization. It is and should be our most cherished possession. Good fellowship, friendship, mutual esteem, and the desire to promote happiness universally, prevail. We have no petty quarrels, no jealousies, no "knife up a sleeve" for any one on these occasions. The contests between sections, the strife for spoils, the give-and-take deals are altogether unknown. Every moment is jeweled with a joy, and we go home carrying a deep debt of social obligation to our generous hosts.

When we come home from Phila-

delphia we shall have many a story to tell of the good times we had with the Quakers, and we shall store up evergreen memories that will be for us a constant delight. This is a prediction grown of a rich experience, in which we have found that no more generous hosts, no warmer hearts, and no better all-round friends can be found than those we find in the ranks of the L. A. W.

The First Meet.

Our first meet was born of a desire to have a good time and to show ourselves in parade. It developed into a more practical affair as the plans were being perfected, and out of it grew the L. A. W. Newport, R. I., was the scene, and May 31, 1880, was the date. The wheel was, even at that time, much of a curiosity, and an afternoon run of wheelmen attracted as much attention as is now given to a parade. A special permit was granted by the mayor for the parade, for the wheel was forbidden the streets by a city ordinance. A parade, a business meeting at which the league was organized, and a banquet, was the programme.

On Decoration day, 1881, the second meet was held in Boston. Copley Square was crowded with people to see the parade. We held a business meeting and the usual banquet, and there was trick riding of a very primitive character in Music hall.

At this time the board of officers, L. A. W., corresponding to the national assembly of today, held business meetings in the spring, at the annual meet in the summer, and also in the fall. At the fall meeting in

1881 we had racing for the first time, and Lewis T. Frye, of Marlboro, Mass., became one-mile champion.

In Chicago in 1882.

In 1882. Decoration day, the league went to Chicago. The president, Charles E. Pratt, was Decoration day orator in Boston, and could not be present. An exciting election, in which much hard feeling was engendered, resulted in the choice of William H. Miller, of Ohio, as president. The parade was a striking feature of the meet. The Boston Bicycle Club attracted a great deal of attention by attaching sleigh bells to the handle-bar, and transforming the silent steed to a tinkling one. There were races and a banquet, and the usual photograph.

In 1883, at New York, we departed from the custom of meeting on Decoration day, and selected the earlier date of May 28. Our New York friends were interested in the military parade of the 30th, and we made the change in their interest. We have never returned to Decoration day.

We had a deal of ill feeling at this meet over the official organ. It all grew out of the trouble at Chicago the year before. Men went to New York with the firm determination to transfer the organship from Boston to New York. They did it, and hardly anything else. So long were they engaged in debating the organ question that the time arrived for the parade. The meeting adjourned for the parade, the members scattered and they couldn't get a quorum to do business with after that. The business was transacted later by mail vote.

Father Knickerbocker's Treat.

Cycling at the time was deader than a door nail in New York City. Central park was denied to wheelmen, and the supreme court had decided against us in our effort to open it. We got a special permit to ride in

the park on the day of the meet, and the good conduct and fine appearance of the wheelmen went a great way in molding public sentiment that grew later into proportions that forced the gates open for us.

We made a departure in 1884, and extended the meet over two days, May 19, 20. The organ question came up again to distress us, and we settled it in a way that didn't settle. We had a race meet which was a grand success. Gideon, Bassett, Trego, and Baird were the racing board, and they ran the meet so successfully that we made a clear profit of \$680, which went into the league treasury. The asphalt streets of Washington made it an ideal place for a parade, and we had a grand one. The fine appearance made by the Capital Club, 100 strong, has never been excelled in a league parade. We banqueted at Willard's, and we shook hands with President Arthur.

We pushed the next meet (1885) along to July 2 and 3, and met in Buffalo. The famous "Big Four" tour was started at this meet, and the meeting of the clans for this event added much to the interest of the occasion. Burley Ayers, who now holds the important position of secretary of the "Pioneers," was the originator and manager of this and other successful tours. He was hailed the "Prince of Good Fellows" at that time, and he well-merited the title. He has been in retirement for several years, but he has come forward again to the delight of the old-timers.

We launched the L. A. W. Bulletin at Buffalo, and it still floats, though it has been stormed-tossed and beaten by many a gale.

Boston a Proud Host.

In 1885, May 27-29, Boston was once more a proud host. They tell us that a city that has once had the meet will never have it again. This statement can be refuted by Boston, Washington, and Chicago. Each

has had it twice, and Boston asked for it a third time. The third request was refused to the Hub by those who generously argued that it was an imposition upon good nature, and they prevailed upon Boston to let it go elsewhere.

The bean-eaters put up a most successful meet. We went to a special pop concert, we had a parade, we had races which profited us \$300, and we had a banquet at the Vendome. The makers' amateur question disturbed us not a little, but we fixed it.

Those who went to St. Louis in 1887 (May 20, 21), will never forget it. It was an ideal meet, and it departed very materially from what had been the formal programme at preceding meets. We had no races. There were those who argued that this was a mistake, but the absence was not missed. The men of St. Louis opened their hearts to us, and gave us of their very best. They took the girls along on every occasion, and beauty's grace and smile gave a charm to the meet that we highly appreciated. We danced at the clubhouse; we picnicked at Forest park, we sailed down the river on a big steamboat, we had a free banquet, and we had a very successful business meeting. We are going to St. Louis for our business meeting next winter, and we do not doubt we shall meet and talk over this joyful occasion with many friends that we then made. "Pop" Brewster came to the front at this meet and we made him treasurer. The boys made a profit of \$700, and they gave half of it to the league.

A Hot Time at Baltimore.

We had a hot time at Baltimore in June of 1888, but this did not melt our ardor nor detract from our enjoyment. We held a business meeting at which we adopted a new constitution, which made a radical change in our form of government. We kicked the business meeting out of our an-

nual gathering, and we took away very much power from the national body and gave it to the divisions. A feature of the meet was an outing on the river, during which we visited the Naval Academy at Annapolis, and ate soft shell crabs at Bay Ridge.

In 1889 the meet went begging. We had no business meeting to provide for, and this took it out of the hands of our officers to arrange for a meet. We waited for an invitation. None came. It looked as though the meet would not take place. Finally an invitation came. The Hagerstown Bicycle Club of Maryland were to hold a race meet on July 4, and they invited the league to hold its meet in combination with theirs. We went to Hagerstown, but it rained great guns all day and no meet could be held. The visitors were confined to their hotels, where they enjoyed themselves in various ways.

Niagara Falls a Magnet.

Niagara Falls is a magnet that always draws a crowd, and it did not fail to do so in August of 1890. We were entertained by a "meet club," specially formed for the purpose, and when we got there we found that the club was composed of men who went into it for what they could make out of it, and a majority of the club were not even members of the league. The races were the great feature of the occasion. At this meet the pneumatic tire was first seen on the track. It was brought from England by Laurie, who ran away from the field in every race that he entered. We had an apology for a parade, and the rain stopped a proposed lantern parade.

Detroit is a summer city and in every way adapted for a summer meet. We went there in July, 1891. "Griff" was in charge. He has another name, but he does not use it. Races, a parade, a sail up the river to the "flats," a ball, and a host of other delightful occasions occupied our

time. Every policeman, waiter girl, car driver, and about every resident of Detroit was decorated with a Hickory badge. This was the first appearance of the advertising souvenir. Those of us who came from the east were not a little amused and annoyed about the time of day. They used three different standards in Detroit, and we never could tell whether it was time for breakfast or dinner until we knew the standard before us.

The Washington meet, July, 1892, was a record breaker for a good time. It was fearfully hot, but this was expected and provided for. We had our races and our dance, and the attractions of the city kept the visitors well employed.

World's Fair Year.

Nobody disputed the right of Chicago to have the meet at the time of the World's Fair (1893). Everybody's face was turned Chicagoward that year, and the league followed the crowd. We think our friends in Chicago will admit that the meet was not altogether a success. The crowd went to Chicago for the fair, and no other attraction could pull them away from it. Elaborate preparation was made for a race meeting, and a great deal of money was spent for a track, but the meet was a financial failure. There was no lack of pleasure, however, and those who went there will never forget the evenings at the fair on the midway.

Denver is a long way from the center of our membership, and there were those who predicted failure for the meet of 1894. We went out there in August and saw one of the most successful of the many meets that we have had. The visitors were taken to Pike's Peak, to the Garden of the Gods, and to the Georgetown "loop." The race meeting was successful in point of interest and financially. We also had a ball and a lantern parade. Everything went off smoothly and everybody

voted the meet to be the "best yet." This is usual and easily accounted for.

In 1895 we bathed in the surf at Asbury Park and enjoyed all the seaside delights. The Denver boys came over in a body and kept things from getting mildewed. We raced, we danced, we paraded, and we rode on the flying horses.

Last Year's Meet.

The Louisville meet of last year (1896) was another occasion long to be remembered. The "Colonels" left no stone unturned to make a good time for us and spared no expense such as races on the new track, a sail down the river at night, entertainments on every hand, a delightful side trip to Mammoth Cave. At this meet was organized the "Pioneers," an inner circle of veterans to which none can be admitted until he can show a consecutive membership of ten years. The thermometer was against us at Louisville, but we had the consolation that it was hotter at the north. We came away from Louisville, as we have come away from every meet, greatly indebted to a host of good fellows who gave us a good time.

Thus briefly have we sketched the meets of the L. A. W. It goes without saying that we could take all the space we have employed in dealing with any one of these joyful occasions. In looking down the long line of events we can pick out here and there the choicest gems of pleasant memory. It was at this meet that we first met and knew this man or that, whom since we have been pleased to number among our dearest friends. At this meet we saw for the first time a new thing or enjoyed a new experience. Another meet marks the birth of a new idea that has resulted in great good, while still another brought to the surface a man who has proved of value in our councils.

NEWS IN GENERAL

FIRST DAY AT GLASGOW.

How the One-Mile Championship Was Won—
England Lands the Amateur
Team Race.

Glasgow, July 31.—Without doubt the present meeting of the I. C. A. is the most important ever held since the world's championships were initiated by that body at Chicago four years ago. Subsequently, it will be remembered, meetings have been held at Antwerp, Cologne, and Copenhagen. This year Scotland has made immense efforts to win distinction and praise from all concerned, and I may say at once that the arrangements from first to last are most admirable.

No fewer than twelve nations are represented among the competitors. All the chief hotels of the mighty city of Glasgow contain their quota of visitors from all parts of the world. Proceedings commenced on Thursday, July 29, at ten a. m., when the board of the I. C. A. held an important business meeting, to which I shall refer anon. Sufficient at this moment to say that M. Stall, of Denmark, presided, and that perhaps the most important item of business transacted was the allotment of the championships in 1898 to Austria. Canada will have them in 1899, and France in 1900.

The Official Reception.

On Thursday evening, an official reception of visitors took place at the Windsor hotel. An elaborate dinner was followed by a social reunion, at which the delegates were introduced and welcomed. After a while the proceedings became musical, and a pleasant evening was protracted to a late hour.

The first day of the races was on Friday, but the meeting did not commence till five p. m. and was not finished until 8.40. The conclusion would have been reached after dusk but for the abandonment of the mile multiplet professional handicap for which no entries were forthcoming. I have previously referred to the Celtic park grounds and track. The latter is $3\frac{1}{2}$ laps to the mile, the cement surface being of a light reddish color, well banked at the curves, said to be rather dead running for a cement track, but very safe. Indeed, not a single spill marred the first day's racing. A goodly crowd of about 8,000 or 10,000 persons witnessed the racing. This number it is expected will be largely exceeded this afternoon.

Fine Racing.

In the absence of Mr. Frans Net-scher, president of the I. C. A., A. Blair, of Scotland, judged the events. The weather was calm and warm, cloudy and ominous at first, but after the meeting commenced it became sunny and fine. The arrangements were excellent, and but for the delay caused by the persistent crawling throughout the heats of the amateur team race for the Cyclist shield, the various events were got through with commendable smartness, and furnished splendid and exciting sport. Indeed, there is no doubt that the spectators left the grounds full of enthusiasm over the superb riding they had witnessed.

In the ten-kilometer amateur team race, twenty-four riders took part. The countries represented were France, England, Ireland, Denmark, Scotland, and Holland. There were

four heats containing six riders each, each country being represented by one rider.

Summaries.

First heat—Ainsworth, England, first; Ponscarne, France, second; Neilson, Denmark, third; Van der Bruggen, Holland, fourth; Easson, Scotland, fifth; Meredith, Ireland, sixth. Ainsworth won easily, in the fierce finish which succeeded a tediously slow race, by three yards. Time, 17:16½.

Second heat—Appleby, England, first; Jeffrey, Scotland, second; Poole, Ireland, third; Hansen, Denmark, fourth; Defrance, France, fifth; Van den Berg, Holland, sixth. Won by a length after much silly loading. Time, 22:41½.

Third heat—Schraeder, Denmark, first; Ouzon, France, second; Gormley, Ireland, third; Young, Scotland, fourth; Engbersen, Holland, fifth; P. W. Brown, England, sixth. Another crawl. Brown's tire punctured and he had to retire, the field sprinting for two laps amid groans. Time, 20:45½. Won by a length.

Fourth heat—Bourke, England, first; Pauchevre, France, second; A. Dahl, Denmark, third; Zellekens, Holland, fourth; Oswald, Ireland, fifth; Sterling, Scotland, sixth. The last named retired and Oswald was disqualified for fouling. Won by a length. Time, 21:21½.

Result—England, 9 points, first; France and Denmark, 11 points each, second; Scotland and Ireland, 17 points each, third; Holland, 19 points, fourth.

One-mile professional championship of the world; first heat—Barden, England, first; Macferson, England, second; W. Alexander, Scotland, third; T. McEwan, Scotland, fourth. Won cleverly by a length with great ease. Time, 2:22.

Second heat—F. W. Chinn, England, first; H. Brown, England, second; J. Silver, Scotland, third. Won by two lengths. Time, 3:01½.

Third heat—Bourrillon, France, first; Gascoyne, England, second; Crawford, Scotland, third; J. R. Alexander, Scotland, fourth. Won by three lengths. Time, 2:13½.

Fourth heat—Arend, Germany, first; Parlby, England, second; R. A. Vogt, Scotland, third; J. Killachy, Scotland, fourth. Won by a length. Time, 3:15½.

Fifth heat—Nossam, France, first; T. Osborn, England, second; McFarlane, Scotland, third. Won by a wheel. Time, 2:39½.

Second round, first heat—Barden, first; Bourrillon, second; Chinn, third. A crawl, the Frenchman leading. Chinn led at the bell. Barden being last. At half a lap from the tape Barden stole up to Bourrillon and a grand race ensued, Barden winning on the tape by bare inches amid terrific excitement. Time, 3:55½. The finest race of the day and one of the best ever ridden anywhere.

Second heat—Arend, first; Nossam, second. A tame race at a fair speed. The men led alternately lap and lap. Gascoyne, though qualifying as a fastest loser, did not start. Arend won by a wheel. Time, 2:16½. Both men qualified for the final, Nossam as fastest loser, thus avoiding a match.

Final heat—Arend, Germany, first; Barden, England, second; Nossam, France, third. An amusing crawl. Barden leading in first half-lap. Nossam then took command, Barden second, the men creeping along the bank top. At the bell the men still rode slowly, Arend in front. Barden next, and Nossam last. In the last half-lap Arend burst away, pursued by Barden, who tried to pass inside at the last bend into the short homestraight but Arend proved too clever and jumping into inside position flew home a winner by a machine's length. Nossam was close up. Time, 3:11½.

Half-mile amateur handicap; final heat—Defrance, first; Fawcett, second; Hansen, third; Car-

ragher, fourth; Oswald, fifth (fastest loser). Time, 1:12½. Won by a yard.

C. W. HARTUNG.

MORIN PROVES HIS CLAIM.

The Speedy Frenchman Disposes of Nossam and Bourrillon in the Grand Prix de l'Union Velocipedique.

Paris, July 30.—The Grand Prix de l'Union Velocipedique de France, the first prize of which amounted to \$2,000, was won by Morin after one of the grandest struggles witnessed this season.

Morin, Bourrillon, and Nossam, the three heroes of the Grand Prix de Paris, competed in the final. Ever since the Grand Prix which, it will be remembered, resulted in such an unsatisfactory manner, the meeting of the three cracks has been awaited with impatience. The three sprinters came together last Sunday for the second time, and Morin settled all doubts as to his superiority by winning the event.

Before three o'clock, over \$5,000 had been taken at the gates, which will give an idea of the big crowd which flocked to the new track to witness the races. Parlby won the consolation heat and qualified for the semi-finals. Morin defeated Momo, the Italian, and Darien in the first semi-final. Momo cut the pace, as usual, and pulled his two opponents up to within twenty-five feet of the tape, when Morin jumped out and won easily by the length of a wheel.

Bourrillon Qualifies.

The second semi-final brought out Ruinart, Bourrillon, and Gougoltz, and resulted in a hard win for Bourrillon, who had some difficulty in shaking off Ruinart. He had just settled Gougoltz, and was about to take it easy, when Ruinart came up with a rush along the fences and pushed him very hard. Bourrillon managed to retain a slight advantage at the finish.

Nossam got the best of Courbe and

Parlby in the third semi-final. The scramble for home commenced about 250 meters from the winning post, when Courbe, in a powerful jump, gained three lengths on his opponents. Nossam ducked his head and went after him, overtaking the fugitive a few feet before the tape was reached.

A Sensational Finish.

The final was the sensational event of the day, bringing together the same three men who competed in the Grand Prix de Paris. The struggle commenced as the three men swung into the straight. Bourrillon appeared to be winning, then Nossam showed up in front, and finally Morin, in a grand rush, crossed the tape first, winning by a bare four inches. Nossam was second, the width of a tire only separating him from Bourrillon. This close and exciting finish fairly transported the public, and the three riders were given a grand ovation as they returned to dressing headquarters.

Morin draws 10,000 francs as first prize money, Nossam 1,500 francs, and Bourrillon 500 francs.

The meeting closed with a twenty-five-kilometer race in which Bourotte, Lartigue, Cissac, and Félix Henry took part. This event gave rise to a grand struggle between Lartigue and Bourotte, who held onto each other during the whole distance. Bourotte proved the victor, but in justice to Lartigue it must be said that his pacemakers made a bad pickup at the last lap and caused him to lose some fifty odd meters which it was impossible for him to make up before the finish.

Taylor Disposes of Linton.

On the Seine track a match race between Taylor and Linton formed the "morceau de résistance," but the event attracted but few people, all the race track patrons being at the Vélodrome du Parc des Princes.

The distance was fifty kilometers, and Taylor defeated Linton by a lap,

covering the thirty-one miles in the excellent time of 1:02:42, in spite of a terrific wind. This is the third time Taylor has beaten Linton this season. Last Sunday's race, however, went to Taylor simply because he was better served than his opponent as regards pacemaking.

The Welshman's best team collapsed at the thirtieth kilometer, and for the rest of the race he was insufficiently paced. Again and again he dropped his pacemakers and chased Taylor, but the "kid" had already gained nearly a lap and Linton's efforts were of no use. Toward the finish, the Demester quad gave considerable help to Linton and made things warm for the rest of the race. Taylor, however, never lost an inch of ground, and finished with a clear lead to the good.

The Motorcycle Race.

The great motorcycle race between Paris and Dieppe, or rather St. Germain, a suburb of Paris and fashionable French seaside resort, proved far more successful than expected. Out of seventy entrants fifty-nine started, including motorcycles, tricycles, and carriages to hold from one to six persons. Mr. Jamin, on a voiturette Bollée, a sort of low tricycle, worked by petroleum, came in first, having covered the 150 odd kilometers in 4:13:33, an average of twenty-five miles an hour. This is the highest speed ever attained by a motorcycle on the road. Thirty-seven carriages of various descriptions finished the race.

No accidents occurred, although the roads are, at this time of the year, much used by the country people. A special train was organized by the Western of France Railway to follow the race, and carried a large number of officials. When the train reached Dieppe, thirteen motor carriages had already arrived. The incident caused much amusement, and those who traveled by the "special" came in for

no end of chaffing on their arrival. The delay, it appears, was due to an accident, but it was not expected that the time of the motorcycles would average anywhere near twenty-five miles an hour.

Rivierre, the twenty-four-hour champion, rode a motor bicycle and made good time at the start, but the machine collapsed at half-distance.

J. H. COLEMAN.

THE KANSAS STATE CIRCUIT.

Good Racing Seen at Ottawa, Lawrence, and Topeka—New Division Officers Nominated.

Topeka, Kan., Aug. 9.—At the Kansas state circuit races at Topeka, Saturday afternoon, Bertie Banks, of Denver, broke the state record in the half-mile professional race, riding the distance in 1:03½. Maule and Le-Baum, of St. Louis, broke the state tandem record of 2:12, making a new record of 2:07. Then B. B. Bird, of St. Paul, rode the fastest ten miles on record in competition in this state, doing it in 22:30½. With these three exceptions the state records have stood during the past week, the first of the month's racing circuit in Kansas. Rain interfered with the races at Lawrence, but they were well patronized. The track was slow. At Ottawa, where the circuit opened, there was also a large attendance and much interest was manifested. Wamego, Salina, Council Grove, and Emporia have races this week.

At Lawrence, the division meet nominated the following officers for the ensuing year: Chief-Consul, John L. Bishop, Salina; vice-consul, James B. Doncyson, Topeka; secretary-treasurer, W. C. F. Reichenbach, Topeka; representatives, C. H. Zutarson, Great Bend; O. K. Leigh, Hutchinson; A. E. Maxwell, Pittsburg, and A. M. Bain, Salina.

There has been a number of accidents, but none of any serious import.

Some of the riders have sustained small cuts and bruises in "spills" and other minor accidents, but no one has been seriously injured.

Banks and Bird in Trouble.

The only complication which has arisen is a protest in the 10-mile professional. There was a large field of riders but all dropped out except Bird of St. Paul, and Mierstien of Omaha. They rode a rattling race and Mierstien kept the pace throughout, being apparently an easy winner. At the finish and within a few yards of the tape Bird jumped out with a big sprint and beat Mierstien by six inches. It is alleged that the two riders entered an agreement to divide the money, pending an investigation of which charges, the prize of \$50 has been hung up and a protest entered.

The summaries of the different meets follow:

Ottawa.

One-mile novice—Myers, first; Morrow, second; Carr, third. Time, 2:4½.

One-mile, professional—DeCardy, first; Anderson, second; McCall, third. Time, 2:18.

Three-mile handicap, amateur—Conover, first; Blum, second; Hendricks, third. Time, 7:22½.

Two-mile handicap, professional—DeCardy, first; Woods, second; Anderson, third. Time, 4:41.

One-mile open, amateur—Maulin, first; Conover, second; Blum, third. Time, 2:24½.

First Day at Lawrence.

One-mile open, amateur—Maule, first; J. W. Felix, second; LeBaume, third. Time, 2:34.

Half-mile open, professional—McCall, first; B. B. Bird, second; Cummings, third. Time, 1:08½.

Half-mile, state championship—J. W. Felix, first; Mann, second. Time, 1:10.

Two-mile handicap, professional—DeCardy, scratch, first; Fowle, 125 yards, second; Cummings 45 yards, third. Time, 4:46.

Second Day at Lawrence.

Two-mile tandem, amateur—White and Rebenschied, first; Pollard and Amrine, second. Time, 4:30.

One-mile, professional—Cummings, first; Mierstien, second. Time, 2:16.

Half-mile open, amateur—White, first; Maule, second. Time, 1:06½.

One-mile open, professional—E. E. Anderson, first; Oudkirk, second. Time, 2:17½.

Two-mile state championship—Pollard, first; Hendricks, second. Time, 5:15.

Two-mile handicap, amateur—Pollard, first; Rebenschied, second. Time, 4:50.

Five-mile handicap, professional—McCall, first; Oudkirk, second. Time, 12:06.

First Day at Topeka.

One-mile novice—Allen, first; Randolph, second; Anderson, third. Time, 2:53.

Two-mile handicap, professional—Aird, 225 yards,

first; Enslow, 250 yards, second; Hunt, 225 yards, third. Time, 4:35½.

Quarter-mile state championship—Hendricks, first; Felix, second; Stevenson, third. Time, :34.

One-mile open, professional—Anderson, first; Cummings, second; Oudkirk, third. Time, 2:23½.

One-mile open, amateur—Maule, first; White, second; LeBaume, third. Time, 2:42.

One-mile handicap, T. A. A. championship—Stevenson, first; Jory, second. Time, 3:01.

Two-mile handicap, amateur—Maule, scratch, first; White, 20 yards, second; Rebenschied, 40 yards, third. Time, 4:57½.

Second Day at Topeka.

Half-mile open, amateur—Maule, first; White, second; Conover, third. Time, 1:05½.

Half-mile open, professional—Banks, first; Anderson, second; Ingraham, third. Time, 1:03½.

Two-mile handicap, amateur—Maule, first; White, St. Louis, 30 yards, second; White, Kansas City, third. Time, 4:46½.

One-mile tandem, amateur—Maule and LeBaum, first; Rebenschied and White, second. Time, 2:07.

Ten-mile open, professional—B. B. Bird, first; Mierstien, second. Time, 22:30½.

C. W. B.

HAVE THE KLONDIKE FEVER.

Several Prominent Clubmen of the Golden Gate Start for Alaska—Judge Kerrigan Resigns—Other California News.

San Francisco, Cal., Aug. 7.—The Klondike fever is thinning the ranks of the wheelmen in this city. Already several prominent clubmen have gone to seek their fortunes in the new El Dorado, and many more anticipate making the journey to Dawson City in the spring.

Harry Fitzgerald, who, with his wife, returned from Juneau by the steamer Walla Walla last Saturday, has been kept busy ever since relating his Alaskan experiences to his fellow members of the San Francisco Road Club. One result of his talks will be a decided decrease in the membership roll of the club, as many of his clubmates have expressed their intention of visiting the new gold region.

Fitzgerald speaks in glowing terms of the newly discovered gold belt and is going back to work his claim on the Stewart river early next year. Another prominent member of the San Francisco Road Club is going north early next year. Al Weihe is the man. He is one of the road racing and records committee of the

California Associated Cycling Clubs.

Still another adventurer from the ranks of the wheelmen is Fred Russ Cook, of the Bay City Wheelmen. Mr. Cook left on the steamer Willamette for Juneau last Saturday. Riders of the old ordinary will remember Mr. Cook as the champion rider of the Pacific coast ten years ago and the holder of many world's records made on the high wheel. Mr. Cook won several championships at the Springfield meet in 1886, and was one of the best all-round athletes on the coast.

Charles A. Wikidel, whom, it will be remembered, conducted the very successful indoor meeting held here in 1896, arrived in this city yesterday from Los Angeles, bound for the Klondike. He is interested in several claims already and expects to come home a rich man.

Welch's Last Bulletin.

The California Associated Cycling Clubs is now firmly established in Oregon and the prospects are very bright for the organization of a division in the state of Washington. The latest bulletin shows that Arizona is also "in it" quite extensively. Mr. Welch's bulletin No. 9 is as follows:

J. Phil Percival, of Los Angeles, is appointed representative of this committee in that section of California comprising the counties of Santa Barbara, Ventura, Los Angeles, Orange, San Bernardino, Riverside, and San Diego.

The California Associated Cycling Clubs having been invited to assume control of racing in Arizona, W. P. Mealy, postoffice box 244, Phoenix, is appointed representative of this committee in that territory.

The mile competition (paced) ridden by R. B. Hartwell, at Phoenix, June 20, 1897, in 2:14, is accepted as a record for Arizona; the pacing having been done by a professional this record must be classed as professional.

W. Houston, of Williams, and Frank Birch and Fred Hoffman, of Chico, Cal., transferred to professional class under clause A.

For riding in unsanctioned races and unfair dealing in connection with cycle racing,

J. S. Brereton, Oakland, is, by vote of this committee, suspended from track and road racing for sixty days from July 10, 1897.

For riding paced by and competing with J. M. Long, a professional, R. B. Hartwell, Ross Crouse, R. L. Matteson, A. G. Matteson, F. H. Knowlton, F. N. Linville, and J. Howard Long, Phoenix, Ariz., are transferred to the professional class. Before it was understood that these men had forfeited their amateur status certain amateurs competed with them at Tucson, July 5, last. The amateurs who so competed will not be affected thereby.

For riding in unsanctioned races at Ferndale, Cal., July 5, Ed. Kerri, Pat Neilsen, Charles Cox, Ed Mills, and — Rasmussen, all of Ferndale, are suspended from track and road racing until September 1 next.

For riding in unsanctioned races at Williams, Cal., July 23, W. Houston, of Williams, and Frank Birch and Fred Hoffman, of Chico, are suspended from track and road racing until September 1 next.

Sanctions granted to Santa Rosa Cycling Park Association for August 21 and September 9 next.

R. M. WELCH,

Chairman Track Racing Committee
California Associated Cycling Clubs.

Kerrigan Gives Up Active Work.

Judge Frank H. Kerrigan has resigned his position as chairman of the membership committee of the California Associated Cycling Clubs. Ill health compelled this move on the part of Judge Kerrigan. For some time past he has been in very poor health, due to overwork, and has had to take frequent vacations in the country in an endeavor to bring back his health.

Ever since the C. A. C. C. reorganized, Judge Kerrigan has worked night and day for the good of the association, besides attending to his judicial duties, and now that the battle has been won he feels that he can leave the work for other and stronger hands. When seen by the Bearings representative on his return from the country last week, Judge Kerrigan said: "Yes, it is true that I have made up my mind to resign from active participation in cycling matters. I have been unable to stand the strain of so much work and my doctor informs me that this step

is imperative. I take it reluctantly, but have been forced to it. I have held out until this time in order to make sure that the C. A. C. C. has been firmly rooted, and now that the battle with the League of American Wheelmen has been won, I feel that I can drop out of the fight with the thought that I have left no stone unturned to make the organization a success. I will also drop active work in the Bay City Wheelmen. I have been president of the club for three terms but will have to stop all active work. I regret this more than anything else, as I have been a member of the club for years, and have seen it rise to be the greatest club in the west."

Judge Kerrigan's resignation was a startling piece of news and wheelmen generally regret that he has been compelled to take this step.

Olympia-Acme Big Run.

One of the largest cycling runs of the year, in point of attendance, was the joint Olympic-Acme run of last Sunday to Lake Chabot in Alameda county. More than 100 wheelmen enjoyed the outing. A noticeable feature of the run was the number of tandem teams that made the rough ride. One triplet team also went on the run.

A large number of professionals will visit Portland to attend the initial meet in Oregon under the auspices of the California Associated Cycling Clubs, which takes place on the 14th and 15th of this month.

Wheelmen Want to Be Taxed.

Local wheelmen are anxious to be taxed. They are willing to pay a tax of \$1 if eighty per cent of the money is devoted to the construction of cycle paths in this county. The cycle board of trade has taken the matter up, and at a meeting held last night a committee was appointed to draft a set of resolutions favoring the tax and specifying that the proceeds be devoted to the construction of

special cycle paths. The committee consists of Robert C. Lennie, the local representative of Morgan & Wright; Fred C. Brand, manager of the cycle department of Baker & Hamilton, and J. S. Conwell, the Waverley agent.

Proposed Cycle Show in November.

At last Wednesday's meeting of the cycle board of trade, the matter of conducting a cycle show was brought up and discussed. Arthur Seymour, of Melbourne, Australia, promoter of amusements, wanted the board to assume the financial responsibility of such a show, but the majority of those present were opposed to giving such support. It is very probable that some action will be taken in the near future. It is proposed that the show take place in November, as soon as the '98 models are out, and that an indoor race meet be run in conjunction with the cycle exhibition. Such a proposition would be a money-making one if the attendance approached that of '96, when the promoters made, it is said, somewhere near \$10,000 out of the venture.

The disbanding of the Garden City Cyclers will leave the field clear for the Santa Rosa wheelmen to conduct the Admission day races on the 9th of September. A pretty fight was looked for between the two cities as to which would secure the best talent for that date, both clubs having secured sanctions. The field is now clear for the Santa Rosa club. The California championships will be run at this meet.

Smith's Mile-a-Minute Plans.

Charles M. Smith, of San Jose, is in this city on business connected with his "mile a-minute" project, mentioned in these columns some time ago. "Bunt," as he is called, is in daily consultation with the officials of the Southern Pacific Railway Co., and it seems certain that the company will aid the ambitious rider to accom-

plish the task of lowering "Mary" Anderson's mile of 1:03 with locomotive pacing. "Bunt" has made arrangements with the company to lay three miles of boarding on a stretch of the road near San Jose and to furnish him with a fast engine for pacing purposes. The attempt to lower Anderson's St. Louis time will doubtless take place October 17.

S. B. V.

ZIMMERMAN AT CHESTER PARK.

He Rides Two Exhibitions and Is Banqueted—Immense Crowd and Fine Racing—Sidwell and Carlson the Favorites.

Cincinnati, Ohio, Aug. 9.—The well advertised announcement that Arthur Augustus Zimmerman would ride upon the Chester park track, was sufficient to arouse the enthusiasm of all the local wheelmen and they flocked to Chester park in thousands, crowding into every conceivable place where any view of the track could be had. The large attendance enthused the racing men and they rode such races as were never before seen in this city.

This was Zimmerman's first appearance in Cincinnati since the National circuit meet in '93, and those who were fortunate enough to see him at that time easily recognized the great rider. He is in excellent condition and fit enough now to give any of the circuit chasers a good fight for the tape. He did a paced two-thirds in 1:14 $\frac{1}{2}$ and a third in :33 $\frac{1}{2}$. He has the same old sprint as of yore and easily beat the quad at the tape.

Sidwell Breaks Amateur Records.

Harry M. Sidwell, the local amateur king, added two more world's records to his already long string of records. His new figures for the half-mile are :51 $\frac{1}{2}$ and for the third-mile :33 $\frac{1}{2}$. He was paced by a quad in both rides and his perfect work called forth storms of applause. After taking all the amateur records up to five

miles, Sidwell will hammer away at the mile record until he gets it below the 1:40 mark. With good pacing he can do this. Sidwell rides a Wolff-American fitted with Hall-Moore roller sprockets.

The competition events were especially interesting, and the large fields in both the amateur and professional events gave splendid sport to the spectators. Clif Haskins proved to be king of the professionals, and shoved his Hoffman racer to the front in all the laps of the professional lap race. Jack Esperon, an unknown pro in this section of the country, took second in the lap and won the professional two-thirds-mile race in grand style from the 20-yard mark.

Carlson Surprises Everybody.

The amateur events proved the greatest surprise in the work of W. Carlson, of Detroit. Although this rider rode his first race only last Decoration day, he is the find of the season. In his heat of the one-and-one-third-mile open he jumped the pacemaker and sprinted the entire last third. In the one-and-one-twelfth-mile handicap, he was on scratch and won the race in an easy romp. As the bunch passed the tape on the last lap, Carlson was a sixth of a mile in the rear, but he easily passed every man and crossed the tape without effort. He became at once a favorite, and later did an exhibition unpaced third in :37%. Carlson rides a White.

The only unpleasant feature of the day's sport was the action of Schrein and McKeon, which should be severely condemned as it is spoiling racing and will only revert to the injury of the racing men. The above named riders had a contract with the promoters of the meet to pace Zimmerman. They refused to do so when called upon and the referee disqualified them for the day. They came upon the track for the races, but of course were refused a place. They

used very strong language and stated that they would race in spite of everybody. The assistance of two policemen was necessary to remove them. Even then Schrein rode around the track and mixed in with the race.

Zimmerman Banqueted.

After the races a banquet was tendered Zimmerman and the press. Zimmy made a neat little speech—the longest, in fact, he was ever known to make. He complimented Sidwell very highly upon his fast work but refused to say anything about himself. When asked if he would do any competition riding this season, he replied that he would not in this country but in a new country. What country he meant by a "new country" he would not disclose. He left immediately after the banquet for Reading, Pa.

Summaries.

One-and-one-twelfth-mile handicap, amateur—W. Carlson, scratch, first; E. Wellman, 120 yards, second; C. R. Hall, 120 yards, third. Time, 2:22%.

One-mile lap, professional—C. B. Haskins, 10 points, first; J. Esperon, 6 points, second; Geo. D. Grant, 2 points, third. Time, 2:20%.

One-and-one-third-mile open, amateur—Frank Robbins, first; Worth Cummins, second; S. A. Keplar, third. Time, 3:25%.

Two-thirds-mile handicap, professional—Jack Esperon, 20 yards, first; L. B. Sawyer, 40 yards, second; H. B. Marsh, 70 yards, third. Time, 1:22%.

Two-thirds-mile exhibition, flying start, paced—A. A. Zimmerman. Time, 1:14%.

Third-mile exhibition, flying start, paced—A. A. Zimmerman. Time, :34%.

Half-mile exhibition, flying start, paced, world's amateur record—H. M. Sidwell. Time, :51%.

Third-mile exhibition, flying start, paced, world's amateur record—H. M. Sidwell. Time, :33%.

Third-mile exhibition, unpaced—W. Carlson. Time, :37%.

C. F. W.

WAITING FOR COLORADO CIRCUIT.

Track Meets Are Over Until September—

Comparative Standing of the Leaders—

Palmer Lake Cycle Path Plans.

Denver, Colo., Aug. 7.—The last track race meet to be conducted in Colorado until the state circuit opens in September has been run off and there is nothing but a month of idleness ahead for the riders who have not gone pot hunting in Kansas. Himstreet, Banks, Oudkirk, Sager, Mills, Woods, Maxwell, and Collins

are now following the Kansas circuit where up to the present time they have had but indifferent fortune. Oudkirk is the only rider in the bunch that showed up well in the first three meets of the circuit. Bad falls have, however, injured somewhat the chances of the Denver men.

A survey of the winnings made by the riders of the two classes in Colorado show some interesting things. A table of points covering only the races ridden within the boundaries of the state puts C. I. Himstreet easily at the head of the professional class. Before W. W. Oudkirk went away, there was a struggle on between these two riders and it would have been a hot fight to the end had not Oudkirk got the notion that he could make more money pot hunting. They did not meet last year, Oudkirk then being in the amateur class. He was transferred early this spring and at once jumped to the front. With Oudkirk out Himstreet has had things much his own way, Maxwell and Mills giving him a hard rub now and then. Bert Banks, the most sensational rider of them all, has this year been a skyrocket sort of a fellow, winning now in a great burst of splendor and sinking into oblivion again. Hughes, who won the Rambler \$1,000 wheel last year for the fastest mile made on that make of machine, still has speed but can not win races and he is well down in the list.

Becker Leads the Amateurs.

In the amateur class an anomalous condition of affairs exists. P. J. Becker is unquestionably the best man in his class as he is riding now, but he rode miserably in the early part of the season. Two weeks ago he went to Salt Lake and won three firsts and two seconds, which can not be counted to his credit because the races were out of the state and not participated in by other Denver riders. W. A. Himstreet and Fred Waters

are both ahead of Becker by three points in the table.

The tables in both classes are as follows, firsts scoring three points, seconds two points, and thirds one point:

Professional Class.

Rider.	1st.	2d.	3d.	Pts.
Himstreet	4	4	3	23
Mills	1	3	5	14
Maxwell	1	3	1	10
Oudkirk	2	2	0	10
Banks	1	2	2	9
Hughes	2	0	1	7
Woods	1	2	0	7
Smith	1	1	2	7
Collins	0	1	4	6

Amateur Class.

Rider.	1st.	2d.	3d.	Pts.
Waters	3	2	5	18
Himstreet	3	4	1	18
Becker	3	3	0	15
Wright	2	1	0	8
Maxson	2	0	2	8
Woods	2	1	0	8
Heil	0	2	3	7
Shoupe	1	1	1	7
Vaux	1	0	3	6
Ritchie	1	1	0	5
Smith	1	1	0	5

Hughes and Hachenberger Disappointed.

When "Billy" Hamilton went east seeking new worlds to conquer, he left behind him at least two disappointed men. They are A. L. Hachenberger and Amos Hughes, both of whom wanted match races with him. A. L. Hachenberger is a brother of the "Buttermilk Boy" and is a long-distance rider of some speed and endurance. He was beaten by Hamilton in one twenty-five-mile pursuit race but is not satisfied. Now the two disappointed riders are getting together and will probably fix up a match between themselves. The race will be ten miles unpaced.

Another match event in contemplation is a three-cornered tandem race between Collins and Hale, Dennis and Gammon, and Hughes and Swanbrough.

The month of August is going to be lively with road races and relays on track and road. There will be the ten-mile road race of the Denver Wheel Club; the fifty-mile track relay between teams of ten men each of the D. W. C. and Arapahoes; the 100-mile relay on the road, to be par-

ticipated in by all the prominent clubs of Colorado and Wyoming; and a number of other smaller affairs.

Cycle Path Prospects Are Bright.

The promoters of the proposed cycle path between Denver and Palmer lake have got the project going in a whirl. With Governor Adams as president of the incorporated association, and other prominent citizens on the board of directors, the enterprise is fairly certain to succeed. Governor Adams is an enthusiastic wheelman and he has entered into the cycle path scheme with great eagerness. Subscription committees composed of reputable men are now at work and are meeting with success. Half a dozen of the leading bicycle agents have subscribed \$100 each to start the ball rolling. The amount required is \$10,000, and with this it is proposed to build a path of cinders, five feet wide, from Denver to Palmer lake, a distance of fifty miles. Palmer lake is a little summer resort, very beautiful and popular. When the cycle path has been completed there will be offered a coast for almost the entire distance of fifty miles from the lake to Denver, skirting the foothills with the mountains close at hand all the way. Colorado Springs bicycle people are becoming interested in the enterprise and are discussing a project to extend the path from Palmer lake to the springs, twenty-five miles. Either way from Palmer lake there is a descent the lake itself being on the divide or watershed between Denver and Colorado Springs. There will be offered a variety of exhilarating trips for tourists. E. A. BINGHAM.

BARDEN'S MEET A FROST.

London, July 31.—Last Saturday C. F. Barden's professional race meeting was the only fixture of any importance in the London district. Most of the cracks had entered and notwithstanding the waiting tactics pursued in some of the races, the

sport proved sufficiently entertaining. The meeting had been well advertised, the weather was delightful, and yet, unhappily for Barden's speculation, only about 800 of the public lined the rails at Wood Green. I understand that Barden intends to make a second experiment at the new Canning Town track, and I wish him better luck. The general opinion is entertained that the public are suffering from a surfeit of racing in the south, and are furthermore kept away by the loafing tactics which have been so prominent of late among amateurs and professionals alike. Certain it is that, except as regards the finishes, the races are mostly devoid of interest to the ordinary spectator. Barden dropped at least \$500 over his ill-fated meeting on Saturday.

T. Osborn was in rare form, winning the half-mile handicap with fifteen yards start from A. G. Dell, whom he beat by a yard. Osborn also secured second prize in the ten miles. C. H. Jones, of New Zealand, who had 145 yards in the mile handicap, won his first prize in England in fine style, going from the pistol, a la Gascoyne, and winning by over half a lap. The others, who finished in a bunch, were Winbolt second, Dell third, Wheelock, and Pope. Intent on watching each other they treated Jones with contempt, making no effort to pursue him. The mile scratch race for second class riders was won by U. L. Lambley in fine style, the old ordinary crack beating Newman by a length, and W. J. Jones being a good third. This race was a creep until the bell, the time being 3:56½. The ten-mile scratch was perhaps the best race of the day, the half-lap prize causing a brisk pace to be set by Howard, who easily secured the reward in question. Djakoff rode but he has entirely lost the fine turn of speed he possessed as an amateur last year. At the end he was hope-

lessly in the ruck, finishing sixth. Howard led again at the last lap and a desperate finish resulted in a win for Camp by a length, Osborn being two yards in front of E. L. Winbolt. Time 25:46 $\frac{3}{4}$. The attempts at record by Armstrong were abortive owing to the breeze and inferior pacing. Barden beyond riding an exhibition half-mile in :55 $\frac{1}{4}$, only took part in a 100-yard match against H. Hutchens, the runner, whom he defeated by three yards in :10.

The south of Scotland championships at Dumfries, on Saturday, included the one and five-mile amateur championships, both of which were annexed by V. E. Hetherington, of the Dumfries Club. J. Killacky won a five-mile professional, scratch race in 12:00 dead.

Tom Linton has accepted the challenge of Platt-Betts to race him at thirty miles and the match will take place in Paris at the end of August. Linton (who will probably go to Australia in October) in accepting Betts' challenge reminds his opponent that he (Betts) might have accepted Tom's challenge to race any rider in the world at the beginning of the season, instead of waiting until he (Linton) had ridden some nine punishing races with various cracks.

C. W. HARTUNG.

BICYCLE TAX KILLED.

Chicago, Aug. 7.—Judge Tuley today delivered a body blow to the bicycle tax ordinance when he granted a preliminary injunction prohibiting the city from collecting the tax. This was brought about by the suit brought by ex-Judge Collins. The court's opinion covered twenty-seven pages of typewritten legal cap paper, and included the wheel tax ordinance. After an exhaustive discussion of the equities of the case the decision closed as follows:

If there is a doubt as to the right to impose a tax that doubt is always resolved in

favor of the taxpayer and against a corporation. In this case there is not only a doubt, but it is clear to the court that the city has no express power given it by its charter to impose any such license fee, and that it has no power to levy any tax except an ad valorem tax, based upon the valuation of property; also that this ordinance is a tax for revenue purposes raised for the purpose of improvement of public streets under the guise of a license fee, which the city has no right to impose.

This ordinance is clearly invalid and the injunction must issue according to the prayer of the bill. Let an order for a preliminary injunction be prepared in accordance with the views expressed.

Following the decision Assistant Corporation Counsel Browning asked leave to file an answer showing why the injunction should not be made permanent. This answer must be filed within thirty days, and if the judge decides that the injunction shall be made permanent the case will go to the higher courts for decision.

Corporation Counsel Thornton was disappointed in the result of the hearing, but claimed that the judge's decision leaves in force the part of the ordinance relating to lights for vehicles and a tax on traffic teams. These clauses will be enforced immediately. Mr. Thornton insisted that this was a victory for the city, because, as he claimed, the opposition to the ordinance had been inspired by the large traffic-team owners.

The city collector's office stopped receiving bicycle and pleasure vehicle taxes Saturday afternoon, but the collection of the tax on traffic teams will be enforced. The \$3,000 or more already received for bicycle licenses will be held by the city until a final decision in the case has been reached.

C. G. S.

ZIEGLER GOING TO AUSTRALIA.

San Jose, Cal., Aug. 7.—Already plans for the formation of a cycling club to fill the gap left by the death of the Garden City Cyclers are being made. A meeting of prominent

wheelmen was held last week and it was decided to get as many of the old members of the defunct Garden City Cyclers together as possible and form the Garden City Wheelmen. The new club will be conducted on more businesslike lines than those which ruled the Garden City Cyclers, and in this way it is to be hoped that a successful club will be launched. Old members of the Garden City Cyclers have been invited to join, and a prosperous club will doubtless be organized.

The three-lap cement track is now in the hands of the street railway company and will hereafter be rented to any one desiring to use the grounds. It is not likely that there will be any races until the Garden City Wheelmen are firmly established, when it is probable that a blue ribbon meet will be given for the purpose of raising funds to furnish the new clubrooms, which it is said, will not be as pretentious as the ones abandoned by the Garden City Cyclers.

Otto Ziegler is preparing to go to Australia, and, if his plans carry well, the "Little Demon" will depart early in October. S. B. V.

HARDING'S RECORDS BROKEN.

Cleveland, Ohio, Aug. 9—A long series of amateur American track records, from twenty-seven up to 100 miles, were placed to the credit of Frank Skinner, a local rider, at the East End cycle park, Saturday afternoon. Skinner started out tandem paced to lower the fifty and 100-mile records held by A. G. Harding, made at St. Louis, and succeeded better than his best friends dared to hope, for the 100-mile mark was lowered 11:35½. The trial drew a large attendance to the track, which aided the rider to a large extent, by cheering him on. Skinner is fairly well

known locally, as a good amateur rider, being, perhaps, better known outside of his own city, as he holds most of the Indiana and Michigan records up to 100 miles.

No brilliant work was done up to the twenty-fifth mile, and he was slightly behind record, but a timely spurt in the next two miles placed him upon new ground, and from there up to eighty miles a gradual gain was made. Here, for a few miles, it required the greatest effort to keep him to his work, but getting his second wind he finished comparatively fresh, and made an extra turn of the track to make up for any deficiency that might exist in the proper measurements of the oval. The new quarter-mile track upon which the trial was made is deserving of praise, and its condition reflects great credit upon the promoters.

Five tandem teams did the pacing, the first to go on, Emerick and Sommers, carrying the plucky rider forty miles before they gave way to others. As there are at present no tandem records from five miles up, and the time made by Emerick and Sommers is practically the same as that made by Skinner, it would seem that they have established records for all distances up to forty miles.

The times from ten miles up were as follows:

Mls.	Time.	Mls.	Time.
10	:24:37	60	2:31:56
15	:36:38	70	2:59:06½
20	:49:11½	75	3:13:23½
25	1:01:25	80	3:29:45
27	1:06:22	85	3:43:08½
30	1:14:11	90	3:57:09
35	1:26:48½	95	4:12:19½
40	1:39:32½	100	4:26:21½
45	1:52:12	100¼	4:27:03
50	2:05:08½		

W. H. C.

BETTS' PHENOMENAL RIDE.

London, Aug. 10.—At the Sydenham track today J. Platt-Betts, broke all records from two to five miles inclusive. He rode the latter distance in 8:56¾. C. W. H.

NEW FACES IN THE THERMOMETER

Surprising Changes Caused by the Philadelphia Meet—Kiser, Stevens, and Loughhead Get Out of the Bulb—Cooper Forced Into Fourth Place—
The Circuit Meet at Reading

Philadelphia, Pa., Aug. 9.—Eight men now have the honor of being out of the bulb and the changes of position of those who were out are many, the national meet having played havoc with the fighters for position in Bearings gauge of merit. After the Asbury Park meeting which preceded the national meet at Philadelphia, Bald had a percentage of .884 and Cooper stood at .812, a difference of .072. Bald now leads with .848 and Cooper has dropped to .714.

In three of his races at the national meet Bald took second positions, and in the fourth he was back of the prize winners. In the fifth he broke a chain while riding in fourth position on the turn and was thrown out of the race altogether. In that race—it was the half-mile national championship—Bald was dealt with as would he be dealt with in case of a fall. He was counted out as a starter, and the same rule will apply to all during the season. A man with a broken wheel, unable to make any progress in a race, is in exactly the same position as a man who falls. There can be no other solution of this problem in justice to the men. Punctured tires disable a man also and throw him out of the race. When the present season closes there will be no possible opening for the claim that had accidents not occurred this man or that man would have held the top of the thermometer and the championship. The man who quits will be reckoned, of course, as a starter,

and will be credited with defeat at the hands of all in the contest.

Kiser in Second Place.

By his grand riding at the meet, Earl Kiser stands in second position on his first appearance of the season and Orlando Stevens is third. Stevens has made a game fight in every contest and his position has been earned by the hardest kind of work. Following Cooper is Fred Loughhead, winner of the quarter-mile and mile national championships. Loughhead's record in the thermometer was impaired by his finishing back in bunches at Erie and elsewhere when a harder ride would have done him so much good. Mertens, winner of the five-mile national championship, rates sixth in the thermometer and this completes the list with all the champions of the season at the close of the national meet showing.

Gardiner drops farther and farther back, having won but one third position since his great rides at the Chicago meet. Gardiner is now farther down in the list than was he at any time last season and his efforts to recover will have to come quickly, or others will enter the table who will crush him out and down into the bulb again.

Cabanne still brings up the tail end and another week will see the dropping out altogether of the St. Louis man. There is a rule in the compiling of the records of the season, that a man off the circuit a month will be dropped altogether from the rating,

to be reinstated upon his return to circuit work. The National circuit meet at which Cabanne might have appeared following the Chicago meet of July 5, where he was a competitor, was Warren, July 12, and on August 12, one month later, his name fails to enter further into the reckoning.

**The Holder
of the Afro-American
Mile.**

McFarland, the lanky Californian, lacks but one start of the necessary number to entitle him to a position in the table. That one start at Reading will give him a position. "Major" Taylor, the colored lad from Boston, holder of the Afro-American mile record of 1:45 $\frac{3}{4}$, flying start against time, has five starts and is determined to place himself well up in the thermometer before the close of another week. The eight men who show are all that are entitled to positions in the thermometer, but another week will see more than eleven in line for positions with some out of it

PERCENTAGE		
Bald		.848
Kiser		.833
Stevens		.757
Cooper		.714
Loughead		.679
Mertens		.635
Gardiner		.625
Cabanne		.449

because their percentage is not high enough. Then the battle will be on in earnest and fiercely will it be waged to the close of the season.

**Points and
Prize Winnings.**

In points and prize winnings Bald also has the lead, and a handsome lead, too. Thirteen points give him a position that may not be lost except by a continued run of hard luck. Cooper rates second with thirty-six, and Gardiner stays right where he has been for some weeks now. Mertens is advancing on Gardiner and Stevens bids fair to assume the position in this table that he holds in the percentage thermometer. Stevens has come up meteor-like from way down in both the percentages and the points and nothing seems to stay his progress toward the top. Kiser, by his work at the national meet, advances steadily toward the leaders, but is yet a long way back of Bald. Those men who started the circuit down in

Florida and who held the lead for a few weeks, are being dropped farther and farther behind in the rush that is all around them now.

Points and Prize Winnings.

Name.	Points.	Winnings.
Bald.....	49	\$1097.00
Cooper.....	36	704.00
Gardiner.....	32	605.00
Mertens.....	26	607.00
Stevens.....	25	615.00
Kiser.....	22	676.00
Loughead.....	15	140.00
Newhouse.....	12	195.00
Butler, N.....	11	220.00
Newton.....	10	220.00
Eaton.....	9	160.00
McFarland.....	9	285.00
Jack.....	8	170.00
Hoyt.....	8	170.00
Kimble.....	7	115.00
Cabanne.....	7	101.00
Taylor.....	6	190.00
Huffstetter.....	5	90.00
Coburn, J.....	5	85.00

Circuit May Go to Mexico.

During the national meet arrangements for the extension of the National circuit to the City of Mexico to close in December progressed finely. The dates have all been applied for along the line laid out in Bearings of last week, and the circuit is now assured through to and finishing in Florida at least. Down in Texas they are working, and the dates of the Texas section of the circuit will be applied for within a week. President Crump, of the Union Ciclistos Mexicanos held a lengthy conference with Chairman Mott and the racing board members at the national meet. The chairman gave President Crump the assurance that an alliance would be formed with the Mexican organization as soon as President Potter returned from his European junketing trip. In the meantime the alliance is temporarily in force. President Crump lead up to the subject of an international circuit and Chairman Mott told him that, providing a sequence of dates could be arranged, the National circuit would certainly be taken down into his country. Mr. Crump has returned to Mexico to organize the Mexican end of the circuit, and he will work hand in

hand with Ed M. Stoner, of Laredo, Texas, who is arranging Texas meets for the circuit.

Special Car Assured.

Assurances have been given by the makers that make it certain the special car plan will be feasible and possible. Twenty men only are needed to fill one of these large special cars and provide single beds for all. Over thirty have signified their intentions of participating. The start of the trip is over six weeks away, but much has to be done in that time. Circuit promoters are working all along the line, and it seems certain that before another week is passed the chairman will be able to name the exact circuit. There will be ten full weeks of racing up to and including the Texas points, and the average number of days of racing each week will run to five and over. The hard work will not tell on the men in such a trip as this, owing to the fact that they are always located in their own hotel, which is transported from place to place during the time between one meet and another.

READING FURNISHES SURPRISES.

Reading, Pa., Aug. 10.—One national championship was run at the National circuit meet of the Penn Wheelmen on the half-mile track in this city today. The contest decided was the two-mile tandem championship and Bald and Church won a great race, going the last quarter-mile in :25, and defeating Randall and Gardiner by six inches, the Butler brothers by a length, and the team of Mertens and Kiser by nearly two lengths. Eaton and Goodman and Humes and Jackson quit the game.

Bald and Church set the first mile and one-quarter of the pace and then dropped to the rear of the field, as Gardiner and Randall went up to the lead. The finish had Randall and Gardiner in the lead rounding the turn, but Bald and Church in the

lead 100 yards from home by inches. The fight was a matter of inches all the way then to the tape.

In the three professional races run the fighting was fierce. Cooper failed to qualify for the half-mile, Kiser rode but once, failing to qualify, and Loughhead also failed in the mile. In the half-mile open Bald took fourth and in the mile open third. "Major" Taylor's win of the half-mile was popular with the 6,000 people, a record-breaking attendance for this city. Gardiner's win of the mile open was a fine run of a quarter of a mile during the progress of which not a man could pass him. Bald rounded seventh in the homestretch, but could not advance farther than third position in the hard finish between eleven men.

Zimmerman's Exhibition.

A. A. Zimmerman rode a half-mile exhibition in :57 $\frac{3}{4}$ and another exhibition of a mile in 2:05. He was paced by a tandem and beat the pacemakers out each time.

Bald won the first heat of the professional mile open in a strong finish with Mertens, finishing but six inches ahead of the "Flying Dutchman." The time was 2:17 $\frac{1}{2}$.

"Major" Taylor shot out of the bunch in the second heat and in a hard finish gained the decision over Nat Butler, who defeated Owen Kimble by six inches. The time was 2:26 $\frac{1}{2}$. Jay Eaton paced to qualify.

Tom Cooper took the third heat by an open length from W. E. Becker and Titus pushed Becker to within six inches. Fred Loughhead gave up in the running down the stretch and finished last. Goodman paced to qualify. The time was 2:19.

Gardiner and Randall ran nearly a dead heat in the fourth heat. Wells, Steenson, and Repine finished in order back of them. Gardiner nearly made a runaway of the race, but Randall, riding with ease, took up the slack in the stretch.

The line-up for the final had Gardiner, Bald, Cooper, Taylor, Nat Butler, Randall, Titus, Mertens, Becker, Goodman, Eaton, Frank Butler, and Aker up in order. Thirteen men in all made some hearts sick when they thought of the fatal race in which Griebner was killed last year. In the rush for pacemaker Sims, Taylor gained the position and Mertens followed him, with Gardiner, Bald, and Cooper in the bunch and well up on his rear wheel. The large field swung the turn into the home-stretch all over the track and as the pacemaker dropped at the five-eighths, a number started from the back. On the downhill finish Gardiner sailed out into the lead and in the stretch he never relinquished his position, coming all the way to the tape. Mertens held the rear wheel of Gardiner and finished at the tape a half length back and an open length ahead of Bald. Titus, Taylor, Nat Butler, Cooper, Goodman, Becker, Frank Butler, Eaton, Randall, and Aker finished in order. The time was 2:08 $\frac{3}{4}$.

In the final heat of the amateur mile open, Powell and Dawson played a clever race and won out in order, with Peabody pushing them hard and Blake fourth. Hausman was fifth and Collett sixth. The time was 2:16 $\frac{3}{4}$. Hausman lately said that Peabody was not in his class, but was forced here to travel in the dust of the rear wheel of the Chicago rider.

Charlie Church, the popular Philadelphia rider, and Carroll B. Jack were brought together in a mile match race, paced by the black and white tandem team. Church caught the pacemaker. Into the stretch Church rounded in the lead, and down the stretch he shot to one side and then back, fouling Jack plainly and squarely. Jack recovered and came up on Church, crossing the tape but three inches to the bad after the foul work of Church. The referee de-

cided the race no race, by what rule is not known. and ordered it run over again.

"Major" Taylor's Race.

There was a tight brush finishing the first heat of the half-mile open. Bald and Church were back of Carroll Jack, who made the rush into the homestretch lengths in the lead. Bald and Church finished a foot to the good of Aker in 1:07½. Templin qualified for pacing.

"Major" Taylor was cheered as he came out for the second heat and paced to qualify. The major is looking for ten starts and is determined to get into every final possible and secure his position in the thermometer. Kimble caught Taylor's rear, with Weinig, Butler, and Gardiner in order.

Gardiner jumped into the lead after topping the hill at the quarter and Kimble followed him. In the stretch Butler came up and in a hard run, beat Gardiner by six inches, Kimble running third without qualifying. The time was 1:04.

Five men started in the third heat. Hoyt paced. Becker caught the position with Cooper and Loughhead following. Loughhead and Cooper passed the pacemaker neck and neck, and Becker forced his way between them. Coming down the stretch Loughhead rode easily and won and Becker came all the way, beating Cooper in a drive. The time was 1:07¾.

Oldfield paced the third to qualify. McFarland got away and on the pace held his position to the stretch where Randall, who had been left back, shot round the bunch suddenly and with Repine on his rear, made all the running down the stretch. Randall and Repine won out handily in 1:04¾.

Fred Loughhead came out too late for the start of the final of the half-mile, and Church and Jack could not ride owing to having just finished their match race. Eleven men were

up in the line, Bald, Aker, Templin, Nat Butler, Becker, Taylor, Repine, Hoyt, Randall, Oldfield, and Gardiner. In the rush for the single pacemaker Bald was going up on the pole and Aker ran into him, crowding him back in the line. Oldfield caught the pace, and Taylor and Becker followed. As the line rounded the top of the hill Aker started to go round and Gardiner also started. Taylor got into the stretch in the lead, the field rounding that dangerous corner out to the full width of the track. Taylor swung close and in a fine run took his second great victory of the circuit from Oldfield, with W. E. Becker third. Bald was seventh or eighth coming into the stretch and finished fourth at the tape, with W. M. Randall a length back of him. Nat Butler was sixth, Hoyt seventh, Aker eighth, and Gardiner ninth. The fall of Repine, the southern champion, on the turn, caused several of the men to swerve, throwing them out of the running.

Amateur Crackajacks.

Earl W. Peabody, the Chicago crack, ran fourth, and Powell and Dawson fell at the dangerous first turn of the last banking. E. C. Hausman, E. M. Blake, and G. H. Collett ran in the first three places in the half-mile open, with Peabody a fighting fourth. The time was 1:04.

In the first heat of the professional three-mile handicap McFarland went from scratch to qualifying position in 7:10½, claimed as the best handicap record at this mark.

Summaries.

One-mile open, professional—Gardiner, first; Mertens, second; Bald, third; Titus, fourth; Taylor, fifth. Time, 2:08¾.

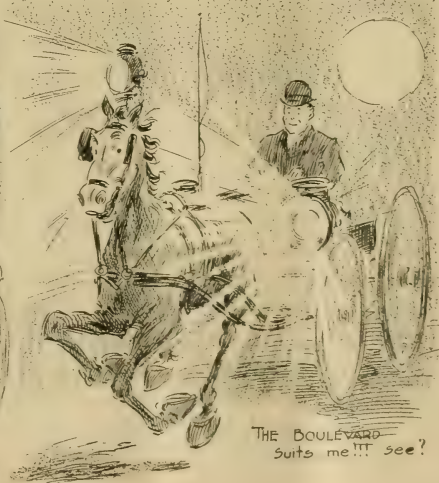
Half-mile open, professional—"Major" Taylor, first; Oldfield, second; Becker, third; Bald, fourth; Randall, fifth. Time, 1:03.

Half-mile open, amateur—E. C. Hausman, first; E. M. Blake, second; G. H. Collett, third; E. W. Peabody, fourth. Time, 1:04.

One-mile open, amateur—I. A. Powell, first; Ray Dawson, second; E. W. Peabody, third. Time, 2:16¾.

Three-mile handicap, professional—Hoyt, 90 yards, first; McFarland, scratch, second; W. E. Becker, 50 yards, third; Fred Titus, 70 yards, fourth. Time, 7:35.

F. ED. SPOONER.



THE SHOE ON THE OTHER FOOT,
Or, the Effects of the Enforcement of the Universal Lights Ordinance in Chicago.

EDITORIAL

THE LEAGUE MEET AT PHILADELPHIA.

"The best meet I have ever attended" has always been the universal verdict after each annual gathering of the League of American Wheelmen, but this year these words have a deeper meaning and are not said for fear of hurting the feelings of the hosts. The meet at Philadelphia was the most successful in the history of the league, and every one had a good time from the time the meet opened on Wednesday until the last weary cyclist shook the dust of Atlantic City from his tired feet on Sunday night. The genial Quakers had committees galore, every little detail was carefully looked after, there were all kinds of entertainments and runs, the racing was of the best, and the league member turned out 15,000 strong, demonstrating that a meet in a big city is not necessarily lost. If the L. A. W. is lucky enough to select a city with as many hustlers as Philadelphia possesses there is not the slightest doubt that the meet of '98 will be just as successful. Let us hope that the next annual gathering will be a second Philadelphia.

THE USE OF HIGH GEARS.

For a year or longer the English cycling papers have been harping on the subject of big gears, so that hardly one issue of the leading bicycle publications of the British Isles can be picked up without discovering an item or editorial paragraph on the folly of riding high gears. They are notoriously conservative on the other side, and are especially slow to take up and admit the value of any idea originated on other than English soil. The riding of high gears on the road first started in America, and this is probably the reason why the Cycle, in its last issue, asserts positively that "Ladies should on no account gear higher than 60, and the gentlemen riders never higher than 64 or 66."

Now, a bicycle, like a suit of clothes, must be made to fit the rider; the frame must be of the right height, the handle-bars and saddle must have the right elevation and tilt, and the gear must be selected especially with a view to its suitability to the strength and ability of the person who is to ride the machine and also to the nature of the roads on which it is to be used. It is the height of absurdity for the editor of any bicycle paper to sit in his office chair and dictate to all the riders for hundreds or thousands of miles around the size of gear they must use. It is obvious that a man accustomed to riding every day can and should ride a higher gear than another who rides but little, and that a large, strong person of deliberate motion ought to ride a higher gear than a small, wiry, nervous rider who can develop great rapidity of movement. In the same way, a low gear should be used in hilly country where the roads are rough, and for butterflying on the boulevards a high gear is eminently desirable, since the slow, easy movement of the lower limbs pre-

vents overheating and objectionable perspiration, while at the same time it carries the rider over the ground at a good rate of speed.

It only shows ignorance to deny that the rapid motion of the feet required with a low gear when traveling at the rate of twelve or more miles an hour is quite as fatiguing as the greater strain necessary to push a higher gear at the same rate. This has been demonstrated too many times in this country to admit of doubt, and the average gear now in use among club members in Chicago is not lower than 76. With these gears the Chicago riders find no difficulty in holding their own with the cyclists of Milwaukee, St. Louis, Cincinnati, and other surrounding towns among their native hills.

The size of gear, like the drop in the handle-bar, the tilt of the saddle, and the height of frame, must therefore be left entirely to the option of the owner of the machine, who can only discover the gear best suited to his strength and ability by experiment. Even then, a gear that suits him perfectly one season may be too low or too high for him the following season, according to the amount of riding he does and his physical condition:

It would seem that the English cyclists ought to be able to push without fatigue over the magnificent roads of the British Isles gears fully as high as are in ordinary use over the miserable country highways of America.

CHICAGO CYCLISTS SCORE TWO POINTS.

The bicycle riders of the great western metropolis have more cause to be joyful this week than the cyclists of any other section of this country of liberty loving and justice seeking people. Through the efforts of Alderman Martin and the city council, on the one hand, to pass and enforce a "wheel tax ordinance," and ex-Judge Lorin C. Collins, on the other hand, to defeat such a law, the cyclists have won a double victory.

The injunction prayed for by ex-Judge Collins against the enforcement of the vehicle tax ordinance was granted last Saturday by Judge Tuley, who, in his decision, declared the new law unconstitutional, since it really imposed double taxation on one class of the population who already pay personal property tax on their bicycles and pleasure vehicles; was not imposed according to valuation, as required by the constitution; was not uniform in its operation, and violated the principle of equality of burden, which is indispensable to all legal taxation; and is entirely outside the province of the city authorities, whose power to license is limited by charter to the licensing of occupations, and does not include the right to impose a license fee on personal property without regard to the business or occupation in which it is used. Judge Tuley expressly stated, however, that the clause of the ordinance requiring all vehicles of every description using the city streets after dark to carry a light or lights was constitutional, as it comes within the power granted the city to regulate the use of the streets.

Therefore, while the injunction restrains the city from collecting the tax of \$1 on bicycles, and the graduated tax on other vehicles, it leaves the authorities free to enforce the carrying of lights at night by vehicles of every other description as well as by bicycles. The officials have decided to enforce this clause at once, and thus the wheelmen will at last realize the boon of universal lights for which they have been arguing and working for two or more years.

The city threatens to carry the case concerning the wheel tax to the highest court, but it is generally predicted that if it does so it can only meet

with defeat, since the decision of Judge Tuley regarding its validity, who is himself the most able jurist in Chicago to pass upon the constitutionality of the measure, is in line with similar decisions of Judge Stump, of the circuit court of Maryland; the mayor and common council of Rochester; the state legislature of Pennsylvania; the courts of Missouri, in which it was declared that St. Louis could not impose a tax on pleasure vehicles; of Illinois, which held that East St. Louis could not collect a license fee from vehicles not used for hire, and of Kentucky, where the court rendered a like decision.

The Bankers' Athletic Club, of Chicago, tried to secure Zimmerman for an attraction for next Saturday, but the ex-champion had signed with St. Louis. This demonstrates that "Full many a flower is born to blush unseen, and waste its sweetness on the desert air."

Chairman Mott has evidently determined to purify the air on race tracks, for he has suspended a Philadelphia man for using obscene language on the track. It is to be hoped that the racing board will not be content with one example.





Palmers at the National Meet

Half-Mile Championship—Professional

Won by Earl Kiser on a Spalding fitted with Palmer Tires.

Five-Mile National Championship—Professional

Won by A. C. Mertens on a Spalding fitted with Palmer Tires.

One-Mile Championship—Amateur

Won by C. M. Ertz on a Cleveland fitted with Palmer Tires.

Two-Mile Championship—Amateur

Won by I. A. Powell on a Spalding fitted with Palmer Tires.

Fastest Mile Ever Ridden in Public—1:39 3-5

By Arthur Gardiner on a Dayton fitted with Palmer Tires, paced by two Dayton Quads fitted with Palmer Tires.

World's Competition Record—5 Miles in 10:45

By A. C. Mertens on a Spalding fitted with Palmer Tires.

Mile Open, Professional—Largest Purse Offered

Won by Earl Kiser on a Spalding fitted with Palmer Tires.

Mile 2:05 Class—Professional

Won by A. C. Mertens on a Spalding fitted with Palmer Tires.

One-Mile Handicap—Amateur

Won by Ray Murray on a Dayton fitted with Palmer Tires.

Palmer Tires Won the Honors of the Meet, as they always do.

THE PALMER PNEUMATIC TIRE CO.
CHICAGO
NEW YORK OFFICES, 66-68 READE ST.

CINCINNATI HAS AN
ELOPEMENT ON WHEELS



BALD AND KISER
ON TOP



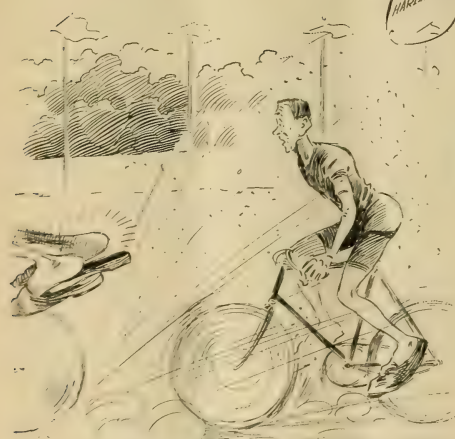
EVENTS OF THE WEEK



JUDGE KERRIGAN
RETIRES FROM
CYCLING



CALIFORNIANS
BEG TO BE
TAXED



MORIN SHOWS
HIS HEELS TO
BOURRILLON



GARDINER
AND MAJOR
TAYLOR THE
WAWM BOYS
AT READING

ALBANY

Seamless Steel Tubing

Equal in grade and quality to any bicycle tubing in the world. ✻✻ Made with the most improved machinery—hydraulic power benches and every modern equipment required to produce the best obtainable high carbon tubing.

UNIFORM IN THICKNESS.
PERFECTION IN FINISH.

An abundance of natural gas—nature's free fuel—flows from our own wells and contributes its share to the quality and economical drawing of our finished product.

Capacity, 6,000,000 feet per year.

Write for prices and samples.

ALBANY MFG. CO., - - Albany, Ind.

Mention Bearings

TRADE

WILL SURPRISE THE TRADE.

The Snell Company Promises Something Fine in its '98 Model—Viking Plant Making Kenos.

Toledo, Ohio, Aug. 9.—So quiet have been the operations out at the Snell Cycle Fittings Co.'s plant within the last few days that those on the outside did not know what was going on inside its doors. It will doubtless be a surprise, therefore, in certain sections of the trade, to know that 160 men have been employed for the past two weeks and that 1,000 wheels are being made up out of the old stock used in the '95 and '96 patterns. Models G, H, and M are being turned out just as fast as the work can be done, and it is announced that seventy-five wheels were sent out in an eastern shipment Monday last. Acting Secretary-Treasurer Leander Fisher is now out over Canadian territory looking after trade conditions, and in other ways the Snell company is looking after late '97 trade, as well as fortifying its interest for the '98 season. It is also announced that instead of relinquishing his interests in the Toledo company, Samuel Snell has opened an office in Birmingham, England, for the purpose of looking after the European trade, and that hereafter he will have sole charge of this department. The company promises to surprise the trade next season with its Snell model, which is claimed to be one of the best in material and workmanship ever sent out from any factory. In addition to the manufacture of wheels, the company will not lose sight of its vastly increasing trade in handle-bars, pedals, and hubs, which will enter largely into the business next year. "We are not asleep by any means," said J. R. B. Ranson one day last week, "and will be in the field next year better able than ever to protect our interests. The trade will hear from us, and that before very long, too," he added significantly.

At the Maumee Company's Plant.

Assemblers and shippers out at the Maumee Cycle Co.'s plant are kept busy sending out late orders for the Volant. Manager Frank M. Jaquet reports a shipment of twelve wheels last week to Amsterdam, seventeen to Mexico, and two to Monterey.

These are the principal orders of note, coming as they do from foreign climes, and in addition to these, wheels are being sent to many points here in America for the fall trade. One good point in favor of Volant construction is that it stood the test over 3,000 miles of riding in foreign countries. Messrs. Irving Macomber, Richard Norton, and Guy Fullagar, the three young men who left Toledo early in March for an extended European trip, have returned to the city and are very lavish in their praises of the Volant, and also for the Goodrich tires, which they rode. So pleased were they that they have given voluntary testimonials of the worth of the Volant and of the Goodrich tire. The frames of all three wheels are as true as when they left the factory, and it speaks well for the material and workmanship employed in their construction. Manager Jaquet says the '98 model will be thoroughly tried and tested before any of its details will be given out to the public.

Speaking of the guaranty evil last week and the possible effect which the widespread reduction in prices will have upon it, President George B. Colton, of the Colton Cycle Co., said he hoped there would be no guaranty next year, at least for not more than thirty days, and that he would heartily join in a movement for its eternal and everlasting banishment. He thinks the present guaranty imposed upon the manufacturers is an impossibility and that it works much injury to the trade. There are many others in the local trade who look upon the guaranty evil in the same light as Mr. Colton.

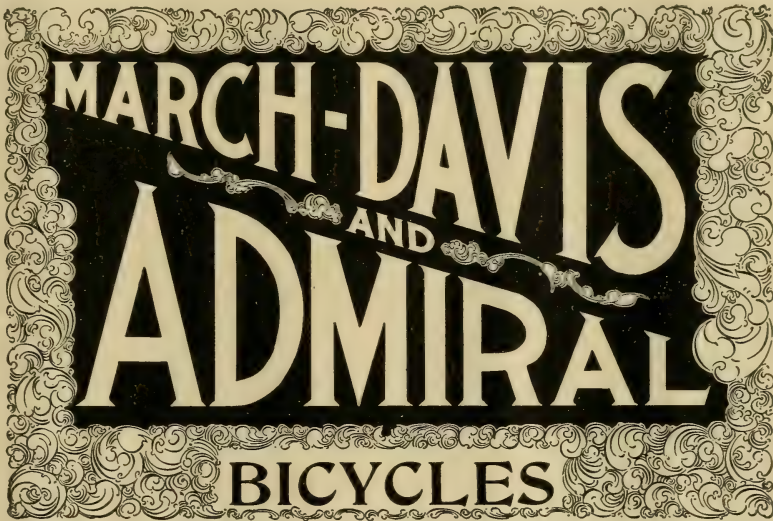
Busy on 1,000 Kenos.

One hundred men have been put to work in the Viking plant within the last few days on the manufacture of 1,000 second-grade wheels, to be known as the Keno, and which are to retail at \$24.50. The entire 1,000 are wanted by September 1 and must, by the terms of the contract, be completed before that time. Option is given for either wood or steel bars and for either the Volt or Mesinger tire. Enameling will be either carmine or black, as called for. One-third of the number are to be ladies' wheels and the remainder diamond frames, the former having 22-inch frames and the latter

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is a good thing, but if you want to make enough
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The Money-Makers.

March-Davis, \$100.

Admirals, \$40 to \$75.

MARCH-DAVIS CYCLE MFG. CO., Chicago.

47 Warren St., New York.

Chicago—CARSON, PIRIE, SCOTT & CO.

New York City, Brooklyn, and Long
Island—H. H. KIFFE Co., New
York.
New England Depot—H. B. SHAT-
TUCK & SON, Boston.
Minnesota—F. M. SMITH & BRO., St.
Paul.
Southern California—HAWLEY, KING
& Co., Los Angeles.
Nebraska and Western Iowa—REC-
TOR & WILHELMY Co., Omaha.
Arizona and New Mexico—PINNEY &
ROBINSON, Phoenix, Arizona.
Washington—TACOMA HARDWARE CO.
Tacoma, Wash.

Eastern Iowa—CLINTON CARRIAGE
Co., Clinton, Iowa.
Colorado—KEARNEY CYCLE MFG. CO.,
Denver, Colo.
Ohio, Kentucky, West Virginia, and
Indiana except six counties—
TRACY-WELLS Co., Columbus, O.
Central Indiana—Boone, Tipton, Tip-
pecanoe, Howard, and Mont-
gomery counties—DINWIDDIE &
GADDIS, Frankfort, Ind.
Ontario, Can.—P. JAMIESON, Toronto.
New Zealand—F. B. MERRILL, Auck-
land.
Quebec, Can.—R. J. LATIMER, Mon-
treal.
Mexico—Trachsel & Co.

24-inch frames. The American Weldless Steel Tube Co.'s cold-drawn steel tubing will be used entirely, as will also the Cilly chain. It is said by the Viking people that the Keno will be a good wheel at the price and that it is built to stand. After the completion of the special orders now on the books—inventory for the '97 season having been completed—the Viking force will start in earnest on the '98 product, and will doubtless work right along through the winter season. Superintendent Birchall says several radical changes will be noticed in the '98 model, as compared with the '97 model, and that there will be a decided improvement in the yoke bearing and in the crank-hanger. The forks will also be new and there will be a noticeable improvement in the frame.

Paving the Way for M. & W. Single Tubes.

C. B. Tullis was in the city all of last week looking after the interests of Morgan & Wright, and incidentally paved the way for the reception of the new M. & W. single-tube tire. In speaking with a Bearings representative, Mr. Tullis said it was the policy of his firm to let the new product work itself into the good graces of the public, rather than to push it as being better than the well-known Quick Repair double-tube tire. Mr. Tullis also vouchsafed the information that the adoption of the single-tube product does not signify that the M. & W. people intend to discontinue altogether the manufacture of the double-tube pattern. It will simply be a question of choice with the manufacturer which tire he wants, and which one will give the most satisfaction to his customers. Mr. Tullis reports that he found trade conditions unusually bright here in Toledo, even better than he had anticipated, and that the outlook was for increased business. Inasmuch as Mr. Tullis spent a week here with the dealers, his observations and comment should carry some weight.

A Big Output of Falcons.

Between 9,000 and 10,000 wheels will have been made by the Yost Mfg. Co. this year after the plant is finally shut down on the '97 product. Since operations were renewed at the plant, the average output has been from fifty to seventy five wheels daily. Enough more inquiries and orders for the '97 product have been received to keep the plant running until the middle or last of October, and last week several cash orders were turned down for the simple reason that the present facilities of the plant are not such as to meet the demand. In another week the Yost people expect to increase their daily output to an average of

seventy wheels per day, so as to meet the late demand for the '97 Falcon. The assembling room was kept open every night last week to get out these orders, and the force has been working to its fullest capacity for several days past. Next year it is expected that between 12,000 and 15,000 wheels will be made by them before winter. It is announced that work on the '98 product will be started just as soon as the orders for the '97 wheels are off the books, and it is hoped to keep the plant in continued operation until May or June of next year. Last week's orders went to New York City, Buffalo, Boston, Philadelphia, and to several points in the west.

The Brewer Seamless Tube Co. has been overhauling the plant of late and is putting in considerable new machinery at the same time. The outlook for '98 business is considered remarkably good by officials of this concern.

Placed a Big Order for Spokes.

It is not possible to publish any names at this time, but Bearings is warranted in the statement that a certain manufacturer came down from Chicago last week to ask prices and terms on spokes for 10,000 wheels, all for the '98 season. As there is an average of thirty two spokes in the front wheel and thirty six in the rear wheel, making sixty-eight inches in all for one complete machine, this would make a total order of 680,000 spokes. The Chicago representative came direct to the plant of the Toledo Metal Wheel Co. and it is understood made definite arrangements for the shipment of the spokes. This is not a bad order for a plant just launching forth in this industry and speaks volumes for its worth and standing.

President George H. Fisher, of the Gendron Wheel Co., says his company will be in the field next year with a better wheel than ever. While details of the proposed improvements can not be given out just now, for obvious reasons, it will be a radical departure and an agreeable surprise as compared with last year's pattern. Mr. Fisher inclines to the belief, along with other shrewd bicycle manufacturers, that the day of the \$100 wheel is at an end. Wheels are still being sold by the Gendron people and they report a very good '97 business. Mr. Fisher, in fact, looks for a continuance of trade until the fall season.

July Business Good.

Officials of the Colton Cycle Co. say there is no reason for them to complain of July business, since it was far in excess of that in the month of June. It is announced that 600 wheels were sent out last month, as

compared with 400 to 450 sent out in June. One shipment of seventy-five wheels was sent out Wednesday last, and several small shipments were sent out Thursday. Part of Wednesday's shipment went to Chicago and the remainder were shipped south. About twenty-five wheels were shipped Thursday. Mr. Colton announces that in the last month he has refused orders, because of their unsatisfactory nature, for wheels aggregating 6,000 in number. He says there are countless inquiries pouring in for the '98 model, and has announced that the best grade Colton wheel next year will retail at \$60. Other patterns will be made, however, at \$40 and \$50, so there will be a variety to choose from. Work will not be started on the '98 product before the middle or last of October.

U. S. Projectile Co. Sues Smith.

Suit has lately been instituted by the United States Projectile Co. against W. H. H. Smith, surety for the Truman Cycle Co., for the sum of \$6,603.65. The suit is in the form of an amended petition filed in United States court here in Toledo, and is a part of the issue now pending in that court. As the Truman company had signed a contract to take a stated supply of tubing during the season, Smith became involved by becoming its surety. The cycle company became insolvent before the contract was completed and Smith was accordingly sued for the amount of the bill. After the assignment was made, an order of 56,000 feet of tubing was made and refused. The projectile company comes in for damages sustained on the shipment occasioned by a drop in prices.

Messrs. John G. Sorup and A. W. Sutermeister, the Tiffin, Ohio, parties who have new inventions on a cork saddle, as well as a cork tire, are fitting out two riders to travel on these tires to Nashville, Washington, D. C., and back to the starting point by October 1. It is said the tire can not be punctured to do it any harm, and it is claimed for the saddle that it absorbs all perspiration of riders who become overheated in warm weather. The new inventions will shortly be placed upon the market.

ARCHIE CLARK.

CHAINLESS WHEELS IN CLEVELAND.

Not More Than Two Concerns Will Build This Type of Machine Next Year.

Cleveland, Ohio, Aug. 9.—A round of the local manufacturers develops comparatively little interest in the chainless bicycle for next year. The only concern that appears

to be contemplating the building of a wheel of that description for next year's business is the White Sewing Machine Co. and, perhaps, the Lozier Mfg. Co. The wheel that the first named will manufacture, if it does put one upon the market, will be made, it is said, under the patents of the Pope Mfg. Co. The rumor lacks confirmation from headquarters, however, prominent officials being non-committal upon that point.

Said Windsor T. White: "Yes, we are building a model for a chainless wheel, but have not yet fully decided whether we will put them upon the market or not. I have ridden the Pope bevel gear and think it runs very nicely, and I think the chainless is the coming wheel, but whether the time is yet ripe is another question. If we build one it won't be a cheap wheel though, remember that. The first cost of construction is too great."

Wintons Will Have Chains.

Geo. H. Brown, of the Winton Bicycle Co., says that the company has made no preparations toward putting out a chainless machine for next year, but "there is plenty of time; you can't tell what might happen."

Mr. Lewis, of the L. & B. Cycle Mfg. Co., intends building a chainless model, not, as he explains, that he has any faith in the new machine, but "we will be ready to get into the swim if the cat jumps that way."

The Hoffman company will not build a chainless. L. E. Hoffman thinks that the chain is the best medium for the transmission of power. "Chains are good enough for us," he said. "Why, we have been flooded with ideas about bevel gears and other chainless devices until we have grown tired of it and have just thrown the chainless idea right up into the air. No, we will not build a chainless."

Mr. Fewsmith, of the Peerless Mfg. Co., has evidently studied the matter seriously, but is not saying anything regarding the intentions of the company he represents. "I do not think that we will build a chainless for next year," he said, "but I'm not saying what we might have hidden away in that building out there," nodding toward the factory. "There is plenty of time to make our plans yet, but, you may say that if we do build a chainless it will be Peerless."

Lozier Experimenting.

The Lozier Mfg. Co. has been experimenting at its factories with French and American bevel gears and has also built several trial models. What the results have been is a profound secret, but from a conversation with a prominent official, it would appear that the company has some-

thing good up its sleeve that will be sprung at the proper time.

Colonel H. A. Lozier returned home from his trip across the water on Saturday last.

S. H. Pierce has succeeded James Fintz as manager of Morgan & Wright's free repair shop in this city. Mr. Fintz is again upon the road in the interests of the above named company, but still makes Cleveland his headquarters. Pierce was second in command when Fintz was in charge, and is, therefore, well known locally.

Doing a Big Business in Hubs.

Bardons & Oliver, manufacturers of machinists' tools, who last year drifted into the bicycle trade through the making of hubs for the A. L. Moore Co., are this year doing work in the same line for cycle factories direct. Mr. Bardons anticipates an early season, as he is already figuring with half a dozen different factories for their supply of hubs and has closed one contract with the Relay Mfg. Co., of Reading, Pa., for 3,500 pair. The company has also had a good trade in bicycle machinery, including a share of the foreign business in that line. Mr. Oliver is at present on the other side looking up their business interests, and has met with no small degree of success.

The local free repair depot of the New York Tire Co., or, more properly speaking, the Revere Rubber Co., has been discontinued. P. W. Woods, the company's manager, has moved into offices in the Wilshire building, and arrangements have been made for the free repair of Samson tires with Likly & McNair for the remainder of the season.

A telegram was received at Winton headquarters Saturday that Alex. Winton, the patentee and inventor of the Winton motor carriage, who some days ago started upon a trip to New York City with one of his carriages, had arrived safely at his destination.

The factory of the Winton Bicycle Co. was closed down Saturday until September 1 for the annual inventory and house cleaning, preparatory to next season's work.

W. H. C.

LOUISIANA CYCLE DEALERS.

This Has Been a Boom Year in the Bicycle Trade of the Delta State—Agents in the Small Towns.

New Orleans, La., Aug. 9.—This city is a natural business center for the southern states, especially Louisiana. It is the only very large city in the state, but there are any number of thriving towns with from 20,000 to 30,000 inhabitants. The boom reached New Orleans early in '96, and the business done that year far exceeded all previous records. But the business then

was almost entirely a retail one; this season the demand has spread throughout the state and the number of dealers has grown almost as rapidly as it did in this city last year. New Orleans being the business center of the state, secures the bulk of the trade. This is so in every line and the bicycle business has but followed in the path of others, so '97 has been a jobbers' year. That the Rambler leads in popularity in this section is easily to be seen from the following agents' lines, the majority of the agents of this make being the most prominent dealers in each town.

These smaller cities are not overrun with agents and repairmen so that competition is not generally brisk; nevertheless, there has grown up in the past season some prominent and large firms, which in many cases rival the largest retail dealers in the Crescent City. The following are the most prominent agents in Louisiana:

Algiers.

Duvic Bros. is the largest hardware firm in Algiers. It has taken up a line of bicycles and is working with a vim. The brothers have done an exceedingly large bicycle business in this, their first year, and are still, at this late season, selling a fair number of wheels. Their business is generally upon a cash basis, principally retail, but as theirs is the largest store in the town, some jobbing is done. A line of sundries is carried. The Eagle, Fowler, and Westminster comprise their lines. This firm is one of the exceptions to the rule, in that it generally deals in Chicago and St. Louis, although some business has been done with the New Orleans jobbers. William Oser recently opened a small store in the same town. He does the bulk of the repair and renting business. He handles no particular line of wheels, but deals in any bargain that may be offered.

Alexandria.

D. J. O'Shee is the largest dealer in Alexandria. He handles the Rambler and Ideal. The reputation of the former is clearing the way for the latter, the sales of which are increasing daily. Stauffer, Eshleman & Co., of New Orleans, control three southern states on these lines. This firm is so well known and its territory has been so well worked that its leader, the Rambler, is handled by a leading dealer in nearly every town or city in the state.

Amite City.

Amite City has become an enthusiastic wheeling town. The roads about that place are splendid, hilly to some extent, and surrounded by beautiful, semi-tropical scenery. D. H. Sanders is the leading dealer. He

handles the Crawford. F. C. Weist and Mrs. B. Stern also handle bicycles and sundries. The place is not far from New Orleans, which accounts for there being no very large dealers. Most purchasers in small towns prefer buying direct, and do so when on a visit to the city.

Baton Rouge.

Baton Rouge, the capital of the state, is another city which has become quite a wheeling place this season. Dealers there are thriving and racing is quite a popular amusement. S. D. Hogue is one of the largest dealers. He does a renting and repair business, carries a line of sundries, and is agent for the Peerless, Cleveland, and Crescent. Hy Stoutz, formerly of the firm of Stalley & Stoutz, of New Orleans, has lately been secured to manage this store, as Mr. Hogue's time is occupied in other interests.

F. M. Brooks & Son, druggists, were the first dealers in Baton Rouge. The bicycle branch of their business is managed by W. Strong, who for some time conducted the bicycle department of Jos. Schwartz Co., Ltd., of New Orleans. The firm makes a specialty of renting. Repairing is done and sundries are handled also.

Bunkie.

W. D. Haas, of Bunkie, is handling the Rambler and Ideal. His business this season has prospered. Mr. Haas is a hardware merchant. Most of his wheels, as well as his sundries and supplies, are purchased in New Orleans.

Buras.

Buras is a small town on the Mississippi not far from New Orleans, where there are more bicycle riders than in any other town of the same size in Louisiana. Mrs. S. A. Butler keeps a general store, the bicycle branch of which is conducted by her son, Frank Butler. Eldredges and Ramblers are the agencies controlled. Sundries and supplies are handled and some repairing is done.

Mrs. B. Fasterling also handles bicycles in the same town.

Centerville.

Migeot & Schwann, a prominent hardware firm, handle the Rambler at Centerville. They also do a sundry business.

Ford Bros. & Co., also hardware dealers, handle the Crawford in the same town, and W. J. Jenkins is another dealer there.

Crowley.

Lovell, Curry & Co. are large merchants in Crowley. They handle bicycles, controlling the Rambler and Crawford lines. They have done a good business—especially good

for their first season. This is the only bicycle firm of any note in Crowley.

Donaldsonville.

D. Ohlmeyer is a prominent saddle and harness dealer in Donaldsonville who has added bicycles to his business. He sells sundries and supplies, and does a good renting and repair business. Two of his sons manage the bicycle department. The Cleveland and Eldredge are his lines. The boom has reached this town and the store is profiting thereby.

F. L. Trepagnier & Bro. are also doing well in the same town. They do a good renting and repair business. This firm has recently opened a store in Plaquemine, a town not far from Donaldsonville. D. Ohlmeyer, and F. L. Trepagnier & Bros., together, almost entirely control the trade in the latter place.

Franklin.

In Franklin there are quite a number of dealers and wheelmen. G. H. Camber & Co. are doing a good business, especially in sundries. August Reuter is a leading hardware merchant who handles the Rambler and Ideal. He has sold some juvenile wheels made by Snyder & Fisher, of Chicago, called the S. and F. Special. J. W. Varndo & Son sell the Crawford. H. J. Delahousaye is another dealer.

Houma.

Daspit Bros. is a new firm which is making competitors hump. They do, without a doubt, the largest bicycle business in Houma. They rent Ramblers—'96 models—and handle this make and the Ideal. Their success in the renting business is due to the character of the wheels rented. The dealers south are fast selling their cheap renting stock and using only high-grade machines. These rent easier and far fewer repairs are needed, they attract attention, and in that way sell new machines and advertise one's business. P. J. Dupont handles the Eldredge in this town. J. Bisland & Co. is a well-known hardware firm which this season ventured into the bicycle business and is doing well. The firm handles no special line of wheels but deals in bargains and sells sundries. These three firms and Davidson & Avery are the largest dealers in Houma.

Jeannerette.

A number of dealers have entered the business in Jeannerette since the first of '97 and the majority have succeeded. F. J. De Gravelles handles sundries and is agent for the Peerless. G. R. Froment is a new dealer who is leading with the Rambler and Ideal. He does a renting, repairing, and sundry business, and also sells wheels.

The Jeannerette Cycle Co. is another prominent new firm, which is a fair rival of Froment's. It is also engaged in all branches of the retail bicycle business. The Jeannerette Hardware Co., A. Morassy, and L. Wormster & Bros., are other firms handling wheels there.

Lake Charles.

Lake Charles, one of the largest towns in the state, has a number of dealers, most of whom, as throughout the rest of the state, save New Orleans, have entered the business this year. The Bradley Ramsey Lumber Co. is doing a thriving business in Crawfords, as there is a big demand there for medium-grade machines. A. Hollins is the World and Ideal agent. He is also doing a sundry business. Geo. H. Woolman is a hustling dealer with the Rambler. His business is one of the largest. He deals in everything in the bicycle line and does both a renting and repairing business. D. C. Williamson and the Murray-Brooks Hardware Co. also handle wheels and sundries.

Monroe.

The Monroe Cycle Co. is one of the largest retail stores in the state. It is an enterprising concern, and although it caters principally to a retail trade, some wholesaling is done. It has several subagents in towns near Monroe and has recently opened a branch in Shreveport, which is run under the name of the Louisiana Cycle Co. Its lines in both places comprise the Rambler, Ideal, Crawford, and Monarch. A large renting and repair business is being done by the firm, and as it started just at the beginning of the boom in this territory, it has succeeded in keeping down any other store of prominence that opened. The lines next season will most likely be the same as this.

Thibodaux.

Thibodaux is another town in which dealers and repair shops have multiplied wonderfully in the past six months. The place is not far from Houma, and the dealers in these two places are fighting hard for supremacy. They are not cutting prices, but are trying to outdo each other in the renting of superior machines with finer equipments, the doing of better repair work and the selling of better machines.

Henry Riviere & Co. conduct a large merchandise store, which has recently entered the business and is thriving. They lead the place in bicycles and sundries. Numa Riviere, a brother of the senior member of the above firm, opened a new store a few weeks ago, which he intends to make the finest in the town. He does a large renting and repair business, and sells wheels in

conjunction with Henry Riviere & Co., who are agents for Crawfords and Ramblers.

J. E. Aubert, the Roth Drug Co., and J. W. Ragan all deal in wheels and sundries in the same town.

Raceland.

S. Abraham was the first dealer of prominence in Raceland. He handles the Crawford and Rambler, but confines himself closely to neither. He is one of the oldest dealers in the town and bears a good reputation. Sundries are also handled.

T. D. Lallande is another dealer in the same town whose success is quite evident.

Morgan City.

J. T. Collins is supplying the demand for medium grades in Morgan City with the Crawford. P. J. Dupont, who is mentioned above in Houma, also has a store, and renting and repair shop, which he recently opened in Morgan City. P. B. Ghirardi is a silent partner and manages this new store. Ramblers are handled by them.

Opelousas.

The Opelousas Cycle Co. is the leading firm in Opelousas. It controls the Rambler-Ideal combination, and the Stearns, Barnes, and Sterling agencies. B. T. Blackshear, J. B. Sandoz, and Joseph LaSalle are other dealers of prominence in the same town. The latter is making a run on Crawfords.

Vacharie.

Jos. Webre & Co., of Vacharie, are selling a number of Ramblers and Eldredges. They are the only dealers of any note in that place.

Lutcher.

L. W. Warrick does all the business in Lutcher. He handles a big line: Ramblers, Ideals, Crawfords, Eldredges, and second-hand wheels. He sells sundries and does some repairing, and deals principally in New Orleans. F. L. Brignac is another dealer.

Lecompte.

In Lecompte there are a number of dealers, all of whom seem to be doing quite well. T. Maddox Compton is doing a good sundry business. Wirt Collins and H. D. Parker are other dealers. J. H. Meeker does the largest business there.

Other Small Towns.

D. B. Hudson handles the Eldredge in Eola. He keeps a general store and sells wheels and sundries. McCracken Bros. is a hardware firm which sells the Crawford.

At Cheneyville, W. C. Scott is a prominent dealer, who sells Ideals and other makes, confining himself to none in partic-

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1896 COLUMBIAS	\$60
1897 HARTFORDS	50
HARTFORD Pattern 2, Women's.....	45
HARTFORD Pattern 1, Men's	40
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ular. He also does a sundry business. W. F. Shackelford is a prominent merchant who handles Ramblers and Crawfords in the same town.

In Edgard, Thomas F. Bellow has the Rambler agency, and besides doing a good business in them, he sells large quantities of sundries. The hardware firm of E. J. Caire & Co. also handles wheels and sundries and has done a fair business this season.

Covington is a health and summer resort of note. In this place H. H. Smith and Babington Bros. are the principal dealers. are doing well.

P. Lowenberg and W. P. Longino & Son are the dealers in Homer. The former is doing the larger business.

Gaude & Bauvois are dealers who have lately opened a large store in Lafourche Crossing. They are doing the largest rent, repair, sundry, and wheel business there. They handle Ramblers and Eldredges. F. & D. Gaude also sell Crawfords. They are also doing well. D. P. Gaude is another dealer there.

Scott & Scott are the dealers in Morrow.

Aug. L. Chappins and Levy & Weil are thriving in their bicycle business. Both are hardware firms in Rayne.

J. T. Gonsoulin is a dealer in Loreauville.

G. H. Robinson and Hinton & Barnes are doing well in Lumberton.

E. Bodenheimer & Bro. handle the Crawford and Ideal in Lafayette, and Moss Bros. & Co., the Rambler.

Kent & Muse and the Banner Lumber Co. are the leaders in Kentwood.

E. Scharff handles the Crawford and Rambler in Jennings and A. D. McFarlain also deals in bicycles.

The above is a complete list of the leaders among the bicycle trade in Louisiana, excepting the city of New Orleans, which is in direct communication with other large cities, and the news from which is published about once a month in Bearings. FRED MOORE.

TO RAISE THE ANTE.

France Wants to Increase the Duties on Bicycles and Shut Out American Wheels.

Washington, D.C., Aug. 4.—Recent reports from France say that the duties on bicycles are too low, and that a demand has been made to raise the duties not only on bicycles, but on automobiles as well. It is proposed to increase the duty on bicycles and parts thereof to 600 francs per 100 kilos in the general tariff, and to 500 francs per 100 kilos in the minimum tariff. On automobiles and parts the duty is to be increased to 250 francs

in the general tariff and to 210 francs in the minimum tariff.

In a report to the State Department, Consul Monaghan says that the motive for all this is found in the fact that the rapid and successful development in France of the bicycle industry, its permanence, its needs, etc., have revealed certain defects in the present tariff. The truth of the matter is that the American wheels are so much lighter, stronger, and neater than the French wheels, and efforts to decry them in the press having failed, something must be done to keep them out of France.

The Tariff Rates.

The claim is made that the tariff rates when made were based on average weights of wheels much greater than those that now prevail. They were ten francs per kilo and the machines weighed from twenty to twenty-five kilos; this put a tax of 200 to 250 francs on each bicycle. Mechanical skill has reduced the weight of bicycles ten to twelve kilos and in consequence the duties were lowered to 100 to 120 francs. High as these rates are, they are far from rendering French manufacturers secure against American, English, and German wheels; hence the move to increase the duties. One of the arguments used is that it is only fair to gauge the rates by the progress in construction so as to make it harmonize with the basic principles of the whole tariff system. In other words this means "Help us keep out American bicycles."

By adding the proposed rates the duties on wheels weighing from twenty-two to twenty-six pounds will be from 150 to 190 francs, and of course this will practically prohibit the importation of American bicycles into France.

In conclusion Consul Monaghan said: "If I may be permitted to give a word of advice, I will repeat what can not be urged upon our manufacturers too often and that is, go to South America, Australia, the East, Russia, and other countries and get hold of markets that will mean more in a month, by and by, than these ever will in years."

H. G. WARD.

CINCINNATI DEALERS QUIT.

Several Concerns Go Out of Business Because of Approaching Dull Season—Other Trade News.

Cincinnati, Ohio, Aug. 9.—There have been many important business changes during the past week. The National Bicycle Co. quietly left the bicycle business. Whether or not the company will again enter the cycle trade is a question, but if it does it

will not be until next spring. The National, Keating, Wolff-American, and Frontenac, were the principal wheels handled by the company, although it was agent for several cheaper grade wheels. Rudolph Giewert was manager of the company and was one of the most progressive men in the local bicycle business. The company, owing to his successful management, had a very successful season, but he was unwilling to lose all the profits by maintaining the present large quarters during the long dull season. This company did wonders for the local racing men and it was largely due to its efforts that the two world's records were recently made on the Chester park track.

Walker & Co., local agents for the Crescent, Tribune, and cheaper models, also left the cycle trade last week. Mr. Walker, president and manager of the company, is one of the old time bicycle dealers. He was formerly treasurer of the defunct Frank T. Miles Co., which company made an assignment last spring. Walker & Co. were also unwilling to lose their profits on the dull season, although they will most likely again enter the field next spring. They probably passed the best season of all the dealers, as they were very conservative in their dealings.

The assets of Shaw & Davies, the bicyc firm that recently made an assignment, were appraised at only \$1,633.09. A schedule of their liabilities has not as yet been filed. W. G. Durrell, the assignee, filed a motion for authority to sell the stock of goods and machinery, located at the store, for the best price obtainable and for not less than two-thirds of the appraised value. The insolvency court granted him that authority.

The Howe Scale Co., manufacturer of Howe bicycles, has won a reputation for its bicycles as large as its celebrated scales. It will continue next season on a much larger basis than during the present season. Plans and specifications for its '98 models are being rapidly completed. The Howe company will make a departure from its conservative manner next season and will have a handsome tandem upon the market.

The Schleuter Cycle Co., manufacturer of the Norwood, will have depots in Europe for next season's trade. Its traveling representative is now in London, and will go from there to the continent where he will establish branch houses and agencies. The Schleuter company was very careful in the ordering of supplies for the '97 season and as a result reports the most successful season in its existence.

C. W. F.

OF INTEREST TO THE TRADE

National Board of Trade of Cycle Manufacturers, 271 Broadway, New York.

	President, A. L. GARFORD.	
First Vice-President, GEORGE H. DAY.		Second Vice-President, C. W. DICKERSON.
Treasurer, W. A. REDDING.		Secretary, ERNEST R. FRANKS.

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	Treasurer, GEORGE F. HODGMAN.	
	Secretary, KIRK BROWN, 504-506 West Fourteenth St., New York.	

National Bicycle Wood Rim Manufacturers' Association.

	President, E. S. MEAD.
Treasurer, N. D. DOUGHMAN.	Secretary, W. W. STALL, Bedford, Mass.



Lilly's Galloping Bicycle.

Fig. 1.—587,318.—Velocipede; M. A. Lilly, Bristol, England; application filed December 16, 1896; serial No. 615,886.

By an up and down movement of the body, this machine may be propelled. A standard R is situated at about the center of the upper portion of the frame and one end of the saddle is pivoted thereto. The central portion of the saddle is supported by a spring d, and pivoted to the rear portion is a pawl T which engages a ratchet wheel secured to a sprocket wheel in turn connected by a chain with a similar wheel on the rear driver. The rider, by placing his feet in the stirrups W, may raise and lower his body, and this motion being communicated to the saddle will communicate a reciprocating motion to the pawl T which will in turn drive the sprocket wheels and the machine.

Shephard's Pedal Attachment.

Fig. 2.—587,335.—Shoe attachment; H. W. Shephard, Brooklyn, N. Y.; application filed March 10, 1896; serial No. 582,606.

In order that the foot of the rider may not slip from the pedal and that he may utilize his strength on the up as well as on the down stroke, a plate D', having a tongue D, is secured to the pedal and engages a recess in a plate M, adjustably secured to the shoe. To disengage the shoe from the plate D, a rearward movement is all that is necessary.

Bell's Separable Hanger.

Fig. 3.—587,384.—Crank hanger; W. R. Bell, Danbury, Conn.; application filed May 20, 1896; serial No. 591,215.

This hanger is especially constructed to permit the ready removal and insertion of the crank shaft and its bearings. To this end the hanger is made in two semi-tubular parts connected by engaging tongues on one side and by bolts on the other. The ends of the hanger are threaded for the

reception of the bearings. By separating the parts, the crank-shaft and its bearing may be readily removed.

Conard's Pneumatic Grip.

Fig. 4.—587,388.—Pneumatic grip; H. W. Conard, Wymore, Neb.; application filed September 14 1896; serial No. 605,772.

This pneumatic grip is designed to relieve the hands and arms from the jarring incident to riding over rough roads. Two tubes b and b', of rubber, are employed, one larger and inclosing the other, and their ends are joined. Thus is produced an annular bag which may be secured over the tubular end of the handle-bar, or over a separate tube, and inflated by a suitable valve and pump.

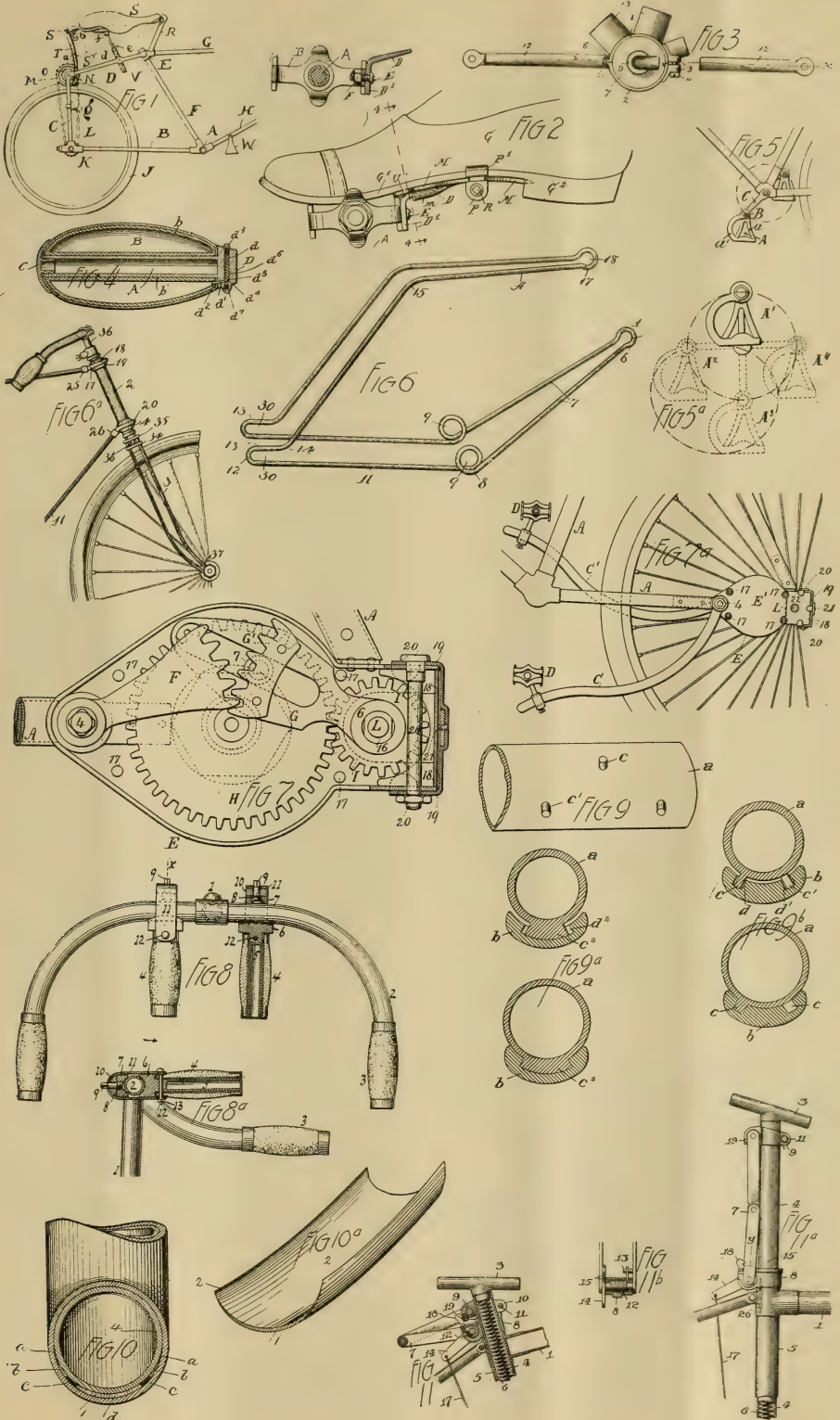
Terver's Depending Pedal.

Fig. 5.—587,536.—Pedal; P. Terver, Paris, France; application filed October 28, 1896; serial No. 610,284.

As shown, this pedal is in the nature of a stirrup, pivoted to the crank-pin. The inventor states that "by this device, the cyclist, who extends his leg on the down stroke, acts with a greater leverage upon the crank-shaft. On the up stroke the leverage is greatly reduced and may even be reduced to nil." That this is an error is evident. The leverage in this case will be the same as if an ordinary pedal were employed and pivoted where this stirrup is pivoted. In fact, this stirrup may be considered as a pedal with but a single tread face, and with an unusual depth. The pivoted stirrup may, however, be useful in enabling the rider to "claw back" or "forward" at the dead points and thus do away with the dead center.

Henneberg's Wire Frame.

Fig. 6.—587,550.—Bicycle; H. W. Henneberg, Chicago, Ill.; application filed April 7, 1896; serial No. 586,524.



This invention relates to the construction of the frame proper, and the manner in which the different parts and fittings are secured thereto. The frame is made of a piece of heavy steel wire bent into the shape shown. The steering head is brazed in the loops 6 and 18, and the crank-hanger is carried in the coils 9. These latter, as the machine springs, tend to bind the hanger securely in its place. The forks are made from a bent wire, and are secured in a metallic crown. The axles for the wheels are held in an eye in the front fork (Fig. 6^a) and in the loops 30, formed in the frame. The object of this construction is the production of a cheap and durable frame.

Pedersen's Chainless Mechanism.

Fig. 7.—587,601.—Driving mechanism; J. T. Pedersen, Woodside, N. Y.; application filed September 14, 1896; serial No. 605,691.

This device has been devised as a substitute for the chain and sprocket wheels. To the hub of the rear wheel a pinion is secured, gearing with a larger pinion journaled on the frame. Pivoted on the rear axle is a slotted toothed arm G, and a roller on the large gear wheel engages the slot arm. Pivoted on the frame at 4 is a pedal lever C (Fig. 7^a), which has a projecting toothed arm F, meshing with the teeth of the arm G. By depressing the lever C, the arm G is vibrated, and the gear H rotated, the slot in the arm G permitting the back and forth movement of the roller. This entire mechanism is inclosed in a casing to keep out the dirt, etc.

Vollmer's Auxiliary Handles.

Fig. 8.—587,626.—Adjustable handle; Fred Vollmer, Chester, N. Y.; application filed March 25, 1897.

This is an auxiliary handle to be attached at any point on the usual handle-bars to permit the rider to relieve the strain on the arms by changing their position. The auxiliary handle 4 has an internal stem 5, to which is secured a block 6 and a clip 11. The handle-bar is received in the clip against the block 6 (Fig. 8^a) and a set-screw and shoes 9, 7, and 10, serve to secure the handle in any desired position on the bar.

Mann's Improved Tire.

Fig. 9.—587,656.—Bicycle tire; W. B. Mann, Baltimore, Md.; application filed January 7, 1897; serial No. 618,291.

As a means of retaining a tire on the rim,

the former is provided with projections and the latter with recesses for their reception, but the length of the projections is greater than the depth of the recesses. These latter may be larger at the bottom than at the top (Fig. 9^a). When the tire is applied to the rim and inflated, the projections are squeezed into and fill the recesses (Fig. 9^b), and some unusual force is required for their removal. A force which would ordinarily tear a tire from the rim and probably rip the tire as well, would simply strip this tire from the rim, without ripping it, according to the inventor.

Hensel's Rawhide Protective Strip.

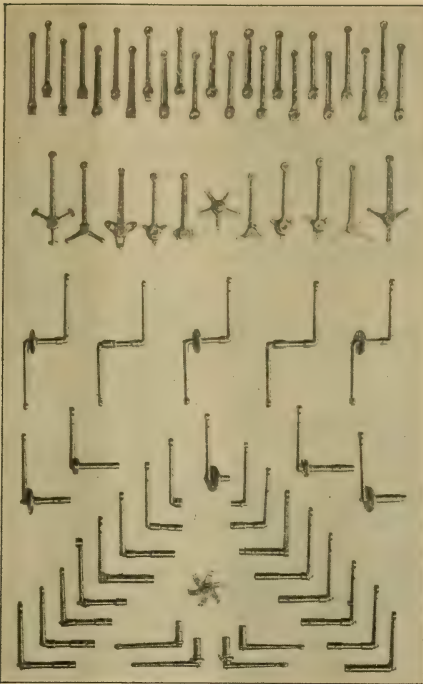
Fig. 10.—587,671.—Rawhide tire; O. A. Hensel, Pittsburg, Pa.; application filed July 20, 1896; serial No. 599,964.

In this device a strip of impenetrable material d is interposed between the air tube and the ground to prevent puncture. This strip is made from rawhide, the edges being scarfed to fit in place. These edges are also properly tanned to produce an edge of soft pliable leather which will not injure the tire. After such a strip is produced, it is shaped by proper rollers (Fig. 10^a) and is then ready for use. The center being of rawhide and very tough prevents the entrance of articles which would otherwise injure the tire.

Heyl's Saddle Support.

Fig. 11.—587,672.—Saddle support; H. R. Heyl, Philadelphia, Pa.; application filed June 30, 1896; serial No. 596,570.

In this device an ordinary saddle-post is pressed upwardly by a spring inclosed in the central tube of the frame. A toggle-joint is arranged between the post and the frame, as shown, and in its extreme upper position the joint 7, between the links of the toggle, is off center and rests against the post (Fig. 11^a). In this position the rider is upheld, but an additional safeguard to prevent displacement is the spring 12 (Fig. 11^b). When in its lowest position, a bracket 19 on the post is engaged by a latch 18 on the frame, to retain the parts in place. This latch is hand operated. It will be seen that the rider may mount the machine when the seat is low and his feet may remain on the ground. By tripping the latch and raising himself on the pedals, the post will rise and he will then be in position for traveling.



SOME CRANKS.

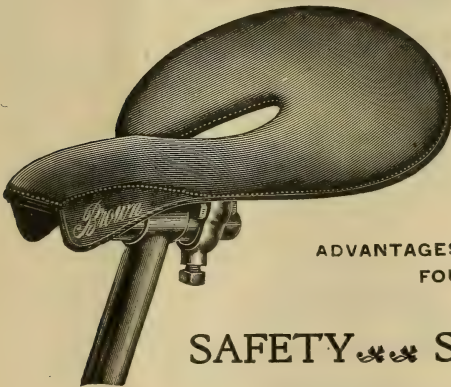
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PEOPLE AND THINGS

THE GENTRY GEAR.

The Gentry chainless ball bearing gear is now upon the market. The Gentry-Storr Co., 204 West Twenty-third street, New York City, will handle it, backed by ample capital. The practical merits of this gear are conspicuous at a glance. No one needs to be specially informed on the subject to see that it is a valuable invention. It is so simply constructed that it can be completely described in a very few words.

Fig. 1 shows the gear thrown open ready for action. The sprocket wheel has teeth

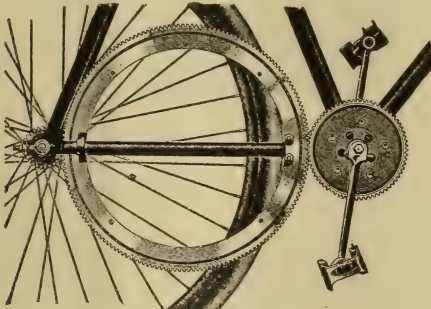


Fig. 1.

meshing with a circle of teeth revolving on a circuit of steel balls surrounding the per-

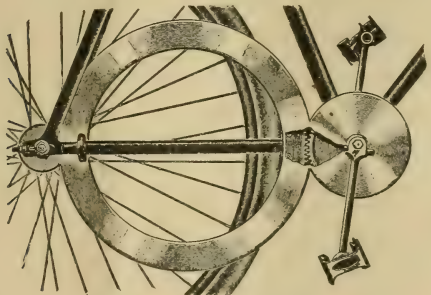


Fig. 2.

iphery of the big circular transmission gear, which is stationary and attached to the lower right rear fork stay. The rear sprocket has teeth meshing with the revolving steel ball circuit circle. This is the gear in outline. A higher gear may be obtained by reducing the teeth scale on the rear sprocket; a lower gear may be had by augmenting it. The action is a rolling vertical strain between three spur wheels,

of which the middle one transmits power from the front to the rear sprocket moving on steel balls, and thus reducing friction very materially. Fig. 2 shows the gear closed up in a dust-proof case of aluminum. The spur gears may be fitted to any ordinary bicycle.

WILL USE TRANSFERS.

It is reported that the Pope Mfg. Co. will use transfers made by the Meyer cord Co., of Chicago, on its '98 product instead of the stamped metal name plates which have heretofore distinguished the Columbias and Hartfords. Transfer trade-marks on bicycles have always predominated in England and the continent, and they appear to be coming into favor on this side, their neatness, permanence, and cheapness recommending them alike to the manufacturer and the rider. Several large American firms in addition to the Pope company will this winter discard the metal plates in favor of the transfers.

The Meyer cord Co., Chamber of Commerce building, Chicago, which carries a large stock of bicycle decorations, name-plates, varnishes, etc., will make the furnishing of decalcomania transfers one of its '98 specialties. These transfers are guaranteed, and special designs can be delivered in less than two weeks. Catalogues will be sent upon application.

GEAR-CASE IN MILITARY SERVICE.

An interesting experiment for ascertaining the value of the wheel in times of war was recently undertaken by Bicycle Company E, Eighth Regiment, N. Y. N. G., under orders from state headquarters. The problem to be worked out was a supposed connection to be interrupted between the eastern end of Long Island and New York City, with the enemy's fleet at this point, requiring the quick re-establishment of connection and rapid movement of troops. The company started from New York on July 17, with thirty-five men under the command of Capt. T. E. Lyon. Only a few of the men were long distance riders, and every one was weighted with sixty pounds of baggage, including wheel. The trip was a success and the problem was worked out. As it happened, this was accomplished under most unfavorable conditions. Every day

saw a driving rain, so that the men were hardly dry during the whole trip of eight days, and every cyclist can appreciate the labor and discomfort of such a trip. Chains became clogged with mud and rusty from rain, breaking constantly, and straining the frames of the wheels and the muscles of the riders, causing many stops and much delay; but the company repairer was on hand and got them in condition as quickly as possible. Sometimes the hard pushing would disable a man temporarily and he would be left behind. But the next night he would come up with the company filled with grit and determination to finish.

The command camped out every night, undergoing all the privations of the old campaigners, waking stiff and sore, but ready for the next day of rain and mud. They covered 400 miles in eight days, and brought in twenty-six men out of thirty five who started. This trip fully demonstrated the immense advantages to be gained by inclosing the running gear, as it happened that Captain Lyon's Victor and Sergeant Mayer's Spalding were equipped with the Frost gear case, and from the time these wheels started until the time they returned, through rain and mud, they ran easily and smoothly, requiring absolutely no attention, and when the face plates were removed after reaching home the chains were found perfectly clean, fully lubricated, and the gear balancing as smoothly as when they started. Sergeant Mayer was often out on courier service, covering long distances quickly and easily, but on one trip he fell with his wheel down a twenty-foot embankment, injuring himself and breaking a handle-bar, but not disturbing the gear case or affecting its alignment. Excepting this and one puncture Captain Lyon's wheel suffered, these two wheels came through in perfect order, not a bolt strained, everything in perfect condition. Captain Lyon states that had all his men been equipped with this gear-case they would have made 800 miles with greater ease than the 400 miles actually covered, and he deems it so necessary and valuable a part of the wheel that his report to the adjutant-general contains a recommendation for its adoption.

JAMES S. MOODY.

The accompanying half-tone is an excellent likeness of James S. Moody, the southern traveling representative for the Monarch Cycle Mfg. Co., of Chicago, who has won the distinction of being not only one of the most popular, but also one of the most successful travelers covering southern territory. Mr. Moody has been actively con-

nected with the cycle trade in the capacity of traveling salesman since 1893. Prior to that time he was prominent among the southern retailers.

After a successful engagement of several seasons with two of the leading manufacturers, he entered the employ of the Buffalo Cycle Co., and was instrumental in secur-



JAMES S. MOODY.

ing for that company a list of agents excelled by no other concern. Mr. Moody's success was so marked as to attract the attention of other manufacturers, and when engagements for the present season were being made, his services were sought by several firms, the Monarch company being successful in securing him. Mr. Moody has just completed his annual trip, and, after a few weeks' vacation, he will again adorn himself with his war paint and advance upon the fortifications of southern dealers.

INCREASING THEIR BUSINESS.

Fay & Bowen, of Auburn, N. Y., report a very successful season, and have already begun to increase their spoke and nipple machinery with a view to a much larger output for the coming year. As heretofore, their product in all lines will be guaranteed, and will be kept strictly up to date.

This firm has made extensive preparations to enlarge the oil cup department of its business. In addition to a complete line of standard cups of all styles, Fay & Bowen will offer the coming season three patented devices for hub and crank-hanger oiling. One of these is their own special dust proof cup, which was first placed on the market late last year. They have secured exclusive control of two more, one of the Helmet or Loos-Beissbarth cup, originally a foreign patent, and the other an entirely new device lately originated in Canada. Fay & Bowen

Fauber



One-Piece Crank-Axle

The Fauber Patents are pioneer and cover One-Piece Crank-Axles of every practical construction.

The Fauber Axle will be very popular in '98. It has been adopted by a number of large manufacturers, not only on account of its simplicity, but also on account of its durability.

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alone have the right to manufacture and sell these patented cups in the United States and any one infringing these rights will be held accountable. With this variety of styles and the consequent wide range of prices they can offer, Fay & Bowen expect to largely increase their oil cup trade, and to bring that department of their business up to the same relative proportion as their already large trade in spokes and nipples.

\$10.50 to Buffalo, N. Y., via the Nickel Plate Road

account the G. A. R. Encampment. Choice of either rail or water trip returning. Do not miss this opportunity of attending one of the greatest reunions of the old comrades. Tickets on sale August 21, 22, and 23. For full information, call on or address J. Y. Calahan, Gen'l Agent, 111 Adams st., Chicago, Ill.

THE PIERCE CYCLERS.

The accompanying half-tone shows the Pierce Cyclers, of Buffalo, preparing to start for the Evening Telegram's parade on

June 5. The club presented a very fine appearance in the parade, and its officers were highly complimented. The officers of the organization are: S. J. Thompson, president; Walter Colt, first vice president; R. L. Carter, second vice president; W. A. Whelpley, captain; C. A. Heydt, secretary, and F. A. Baker, treasurer. It is needless to add that all the members ride Pierce cycles.

ANDRAE WINNINGS.

The past week has been a notable one, as far as the winning qualities of the Andrae are concerned. At the inter-state races held at Kansas City on July 31, J. L. Conover won the mile open championship and rode third in the two-mile handicap. At the blue ribbon meet of the Denver Wheel Club, G. A. Maxwell established a new record for the half mile, paced, riding the distance in :55. At Clinton, Ill., A. F. Peterson, Geo. Ashton, and H. McCoy won first, second, and third, respectively, in the half-mile open. Andrae riders also won three seconds in the one and two mile open races. At Jackson



Mich., E. A. Morass, paced by the Andrae triplet, equaled the state record of 2:08 1-5, held by Harley Davidson, of Toronto. At Duluth, Minn., on Saturday, July 31, Andrae riders won every event of the day. The majority of the winnings each successive week on Andrae cycles are credited to amateur riders, and the Andrae people feel elated over the fact that so great a number of speedy riders have selected the Andrae on its merits.

The Andrae triplet team, consisting of Stevenson, Downie, and Elwell, rode a quarter in :25 at Jackson, Mich., on July 20. The fact that the triplet was steered by a one-armed rider makes the ride especially meritorious and substantiates the claim made by the Andrae people that their triplets are very rigid machines.

GASOLINE BICYCLE PROMISED.

Will Thomas, of the Thomas Mfg. Co., of Springfield, Ohio, is considering plans for the manufacture of a bicycle to be propelled by a gasoline motor, which will have many very decided advantages over anything in this line yet invented. If the tests prove satisfactory in every way, as it is believed they will, the company may put the machines on the market next year.

According to the description given by the inventor, the bicycle can be used in almost any manner desired. It can be propelled with pedals, in the ordinary way, or with the motor alone, or both pedals and motor may be used at the same time. The motor is made very strong and compact in form, but adds little to the weight of the machine. The Thomas company has been very successful in all its undertakings so far, and if this machine is put on the market it is safe to say it will be just what it is claimed to be. At one time last season this company was so crowded with orders that it became necessary to announce that no more agencies could be placed for some time. The company is abreast with the times, and anticipates a good business the coming season.

JUNEAU COMPANY FAILS.

Milwaukee, Wis., Aug. 9.—The Juneau Cycle Co. was forced to the wall Saturday morning, owing to difficulties in collecting outstanding accounts. Edward N. Roth, who has been identified with the trade a long number of years, was made assignee and furnished bond in the sum of \$3,500.

The embarrassment of the company

promises to be but temporary, as the collectable outstanding accounts alone are estimated to amount to more than twice the amount of the liabilities. In addition, there is considerable stock and machinery. The factory has been doing an excellent business. The failure of J. A. Rappel, a cycle dealer, and the inability of several of the heaviest debtors of the company to meet their liabilities promptly, is mainly the cause of the failure.

The Juneau Cycle Co. was organized shortly after the Telegram company failed. J. C. Cordes and J. W. Gardner took charge of the new company. Although entering the field late in the season, the company did a large business from the start, and was obliged to refuse orders through inability to make shipments fast enough. It is expected the company will be on a firm operating basis within the next month.

O. H. M.

JOBGING AGENCIES DISCONTINUED.

The Shelby Steel Tube Co. makes the following announcement to the trade this week: "For the information of our patrons we beg to state that Shelby tubing is now handled exclusively through our branch offices in New York and Chicago, all jobbing agencies having been discontinued on June 1 last. The New York office controls the sale of our product in all territory east of Rochester, N. Y., including the New England states. The Chicago office territory is west of Ohio, including Illinois, Wisconsin, Michigan west of Jackson and Bay City, all of Indiana west of Indianapolis, Minneapolis, Minn., and St. Louis, Mo. The home office will continue to handle all territory south of the Ohio river, west of the Mississippi river, Ohio, western New York, and western Pennsylvania, as well as the Dominion of Canada."

WILL PLACE A BIG ORDER.

Two hundred thousand complete sets of fittings for as many bicycles are shortly going to be wanted by a purchasing syndicate of foreign bicycle manufacturers. Makers of component parts and fittings on this side will be approached through the columns of Bearings to furnish statements of what they can offer for sale, their facilities for producing material, and their spot cash price on bona fide orders. The syndicate will be backed by millions of moneys, and its purchasing power will be accordingly strong.

TRADE BRIEFS

W. W. Hamilton, on a Lindsay geared wheel, paced the fastest race at the national meet, the mile open professional. The time was 2:03 3-5.

The Ohio Tube Works, at Warren, Ohio, which shut down early in July on account of scarcity of coal, resumed operations again last Monday. Coal is still scarce, however, and it is impossible to tell how long the works will continue in operation.

F. W. Horne, who is now on his way to Yokohama, Japan, has placed a large order for lathes, planers, shapers, milling machines, etc., with the Davis & Egan Machine Tool Co., of Cincinnati, Ohio. He will represent that company in China and Japan.

Bids were opened by the United States government, Tuesday, August 3, for a large equipment of machinery for the navy yards at Port Royal, S. C. The Davis & Egan Machine Tool Co., of Cincinnati, Ohio, was awarded the contract for several of the machine tools.

G. H. E. Hawkins, late advertising manager of E. C. Stearns & Co., has associated himself with Four O'Clock, a bright Chicago monthly, and will be located at the New York office in the Townsend building.

He will have charge of the paper's advertising department.

R. H. Wolff & Co.'s determination to give \$200 extra to the winner of the Quill Club's \$2,000 handicap, should he ride a Wolff-American, has created quite a stir in the professional ranks. As the majority of the professionals are not confined to any make of wheel this year, many of them have decided to mount a Wolff-American for the Quill Club Wheelmen's star race.

The West Side Auction House Co., 381 West Madison street, Chicago, announces a sale for August 21. The last sale, held July 27, was very successful, prices obtained showing an advance of fully ten per cent over the two preceding sales. There were buyers present from California, Washington, Oregon, and Mexico. The company invites correspondence from firms wishing to dispose of wheels at auction.

The F. M. Dampman Cycle Co., of Philadelphia, made a general assignment last Monday for the benefit of its creditors, allowing a preference to Rouse, Hazard & Co., of Peoria, Ill., and the Kirk-Young company of Toledo, Ohio. Mr. Dampman said the failure was due not alone to the general depression, but because of the cut rate war now going on among the large dealers.



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The Peoria company's claim is for \$10,000. Assets and liabilities have not yet been estimated.

The winning qualities of the Monarch are not confined to riders in America, but several foreigners who are mounted on Cooper Specials are demonstrating their speed. On July 6, Carl Erickson was first in the 3,000-meter handicap at Orderuf, and on July 11, the same rider won the German amateur championship at a distance of twenty kilometers at Kiel. Erickson's mount is a Monarch.

Walter M. Towne is representing Hermann Boker & Co., of New York, in the western territory, for the following lines: Weyersberg, Kirschbaum & Co., Solingen, Germany; Ellwood Ivins Tube Co., Philadelphia, Pa.; Jonas & Colver, Ltd., Sheffield, England; also German steel balls, the Anglo-American Cycle Fittings Co., of Waterbury, Conn., Perry and Excelsior chains, and all bicycle component parts.

F. W. Hall, of Hall & Downing, 82 Broadway, New York City, accompanied by L. C. Bramkamp, of the Schleuter Cycle Mfg. Co., Cincinnati, Ohio, recently sailed for Europe via the Cunard line. The object of their trip is to push the Norwood line of bicycles in England and on the continent. While the export trade of the Norwood has always been considerable, it is believed that this trip will prove instrumental in greatly increasing Norwood trade abroad.

Al Newhouse, the Buffalo professional, seems to have struck a winning streak, as his recent victories include the one-third and one-mile opens at Manhattan Beach, first in the one-half-mile handicap from scratch and second in mile open at Buffalo, July 22, also winner of match race with Werick, the Buffalo crack, in two straight heats on the 24th inst. Newhouse is an ardent Monarch enthusiast, and seems to be keeping in front.

In securing A. W. Parkhurst, formerly superintendent of the Hamilton-Kenwood Co., of Grand Rapids, Mich., to act in a like

For the G. A. R. Encampment

to be held at Buffalo, N. Y., tickets will be sold via the Nickel Plate Road at rate of \$10.50 for the round trip. Returning either via rail or boat to Cleveland. Arrangements have been made for parties wishing to remain in sleeping cars at Buffalo to have the cars tracked convenient to street car lines to any part of the city. Call on or address J. Y. Callahan, Gen'l Agent, 111 Adams st., Chicago, Ill.

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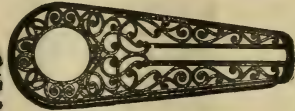
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capacity at the large Milwaukee plant of the Julius Andrae & Sons Co., this prosperous concern made a valuable addition to its already large force of mechanical experts. Mr. Parkhurst has had many years of experience in building bicycles and will materially assist the Andrae people to place on the market a wheel in '98 which will prove as popular, or even more so, than the Andrae wheels of this year.

A recent walk through the big Andrae plant at Milwaukee showed the entire force still at work, and if orders continue to pour in at the present rate the factory will be in operation throughout the dull season. The company has just received an order for a triplet to be built exactly like the Andrae triplet manned by the speedy South End Wheelmen team, of Philadelphia. Superintendent Terry Andrae, assisted by a corps of skilled mechanics, is busy on the '98 models, and it is expected that the Andrae people will be among the first in the market with a '98 machine.

The American Short Line between Chicago and Buffalo, N. Y.,

is the Nickel Plate Road. Tickets will be on sale August 21, 22, and 23 at \$10.50 for the round trip account G. A. R. Encampment. Returning either via rail or water. Arrangements have been made for the comfort of our patrons. Extension of time will be granted until September 20 if tickets are deposited with the joint agent in Buffalo between August 23 and 27. Mr. J. Y. Calahan, Gen'l Agent, 111 Adams st., Chicago, Ill., will be pleased to furnish information in regard to train service, etc. H. Thorne, C. P. & T. A.

TRADE HAPPENINGS

Allegheny, Pa.—Dyer & Co., bicycle livery, 195 North avenue, damaged by fire; loss, \$800 or \$1,000.

Buffalo, N. Y.—Judgments aggregating over \$10,000 have been entered against the Schad Wheel Co., of Avoca. The factory has been closed by the sheriff.

Carrollton, Ill.—Ned Sharon has opened a bicycle store on East Main street.

Cleveland, Ohio.—The Grant Ball Co. has been incorporated by James R. Garfield, H. A. Garfield, Robert H. Grant, Frank J. Pool, and Mortimer G. Fox, to make and deal in balls, ball bearings, etc. Capital stock, \$100,000.

Columbus, Ohio.—A. Wolport, T. B. Terry, L. R. Cleves, J. H. La Fane, and others have incorporated the LaFane Clip & Handle Bar Co., with a capital stock of \$25,000.

Beaver Falls, Pa.—An execution has been issued against the Morado Bicycle Co. for \$10,000, and the sheriff is in possession.

Defiance, Ohio.—The Defiance Bicycle Works have started operations again, and are making a shipment every day.

Denver, Colo.—A Salt Lake manufacturing concern may settle in Denver, and is going to make bicycles.

Galesburg, Ill.—F. A. Healey will open a new bicycle store.

Joplin, Mo.—W. J. Skeed will open a new bicycle store.

Lancaster, Pa.—Bard & McElroy, dealers in dry goods, bicycles, etc., have been closed by sheriff, on executions for \$9,000.

Newton, Mass.—L. Clark has opened a new bicycle store at 16 Beacon street.

Philadelphia, Pa.—The F. W. Dampman Cycle Co. has made a general assignment to Rouse, Hazard & Co., with a claim of \$10,000.

Roachdale, Ind.—The Tucker Bicycle Rim Co. has located a large plant in this city.

Rochester, N. Y.—Frank J. Hone has been appointed receiver of all the property, assets, and effects of the Punnett Cycle Manufacturing Co. for the benefit of the creditors of said company and of the stockholders thereof.

Springfield, Ohio.—W. S. Thomas, of the Thomas Mfg. Co. and Thomas Bicycle Co., is considering plans for the manufacture of a gasoline motor bicycle.

Toronto, Ont.—The New Barnes Cycle Co., of Woodstock, has issued a statement showing liabilities of \$59,300 and assets of \$59,800. E. W. Nesbitt has been appointed permanent liquidator by the creditors. It is said that the Imperial bank is interested to the extent of \$25,000, secured. The liquidator stated that there had been no applications for the purchase of the estate.

Warkworth, Ont.—The Massey-Harris Co. shipped a consignment of 246 bicycles to Australia.

Wausau, Wis.—C. F. Dunbar & Co. will soon open a new bicycle store.



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To persons making the greatest number of words out of the phrase "Patent Attorney Wedderburn." For full particulars write the National Recorder, Washington, D. C., for sample copy containing same.



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New York Sept. 15th. 1896

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and find that they give good satisfaction;
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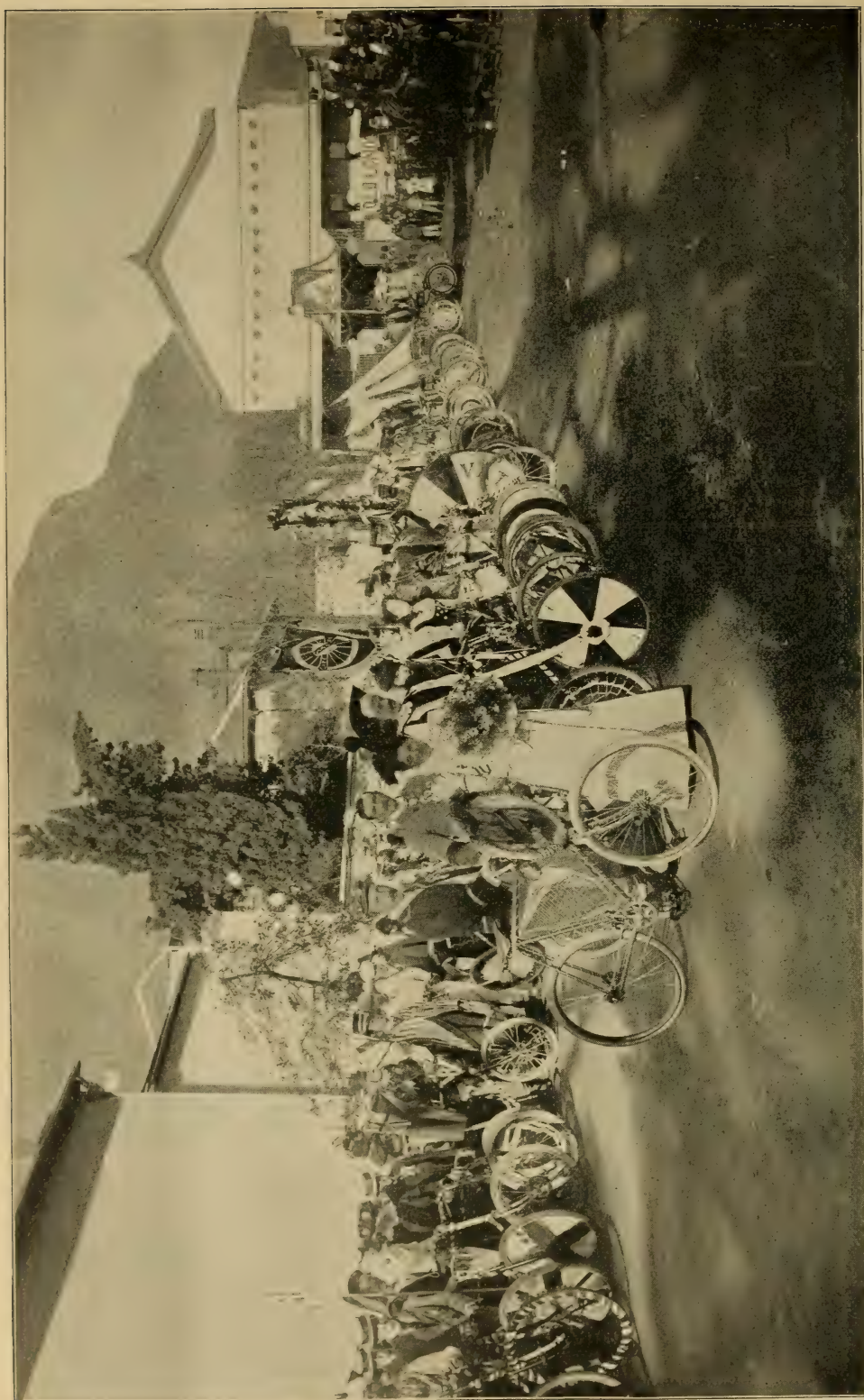
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JUBILEE DAY IN SOUTH AFRICA.—See page 216.

BEARINGS

VOL. XVI

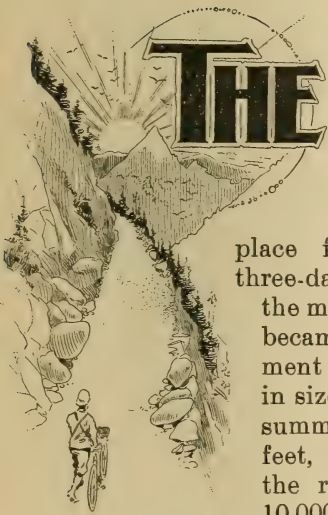
CHICAGO, AUGUST 19, 1897

No. 3

FROM LONDON TO PEKIN AWHEEL

By William J. Reid

CHAPTER IX



THE road I had followed from Ainan to Sultanieh had been constantly descending, but, leaving the latter place for the remaining three-day's ride to Kasbin, the mountains once more became an accompaniment of travel, ranging in size from fairly high summits of 500 or 1,000 feet, directly alongside the road, to peaks of 10,000 and 12,000 feet

farther to the eastward and in the heart of the Elburz.

Instead of proceeding directly in a straight line to the southeastward to Kasbin from Sultanieh, which would have shortened the distance greatly, the caravan road follows the banks of the river Shurab for fully two-thirds of the distance and then plunges seemingly backward over the distance again to the northeastward to Kasbin.

If there had been an opportunity of progressing across the shorter distance, I should surely have taken it, even if there had been prospects of some danger in the undertaking, but the rugged barriers of nature had

effectually defied the powers of man to thread them with a road, and with this the case it would have taken me fully a week to go over the distance by this route, so the longer road, paradoxical as it may seem, was the shorter. I found that my first day's effort did not bring me to the little wayside village of Ghelat, which I had planned as my halting place for the night and I was obliged to camp out in the open, which, with the cold, raw wind whistling down from the mountains, was not a pleasant experience.

Unwelcome as was the exposure, it was what I might with more comfort have followed with all its drawbacks on the morrow, which brought me to Abnar, after ten hours of toil, the greater part walking and bearing the heavy weight of my wheel. If I had been allowed to select a name for the latter place I should surely have christened it "The City of Dogs," for never during all my experience have I seen a spot where the genus canine existed in such countless numbers. I also soon found to my sorrow that there is more truth than fallacy in the adage that events never come singly, and, as it is invariably the rule for dogs and beggars to exist in juxtaposition, I

found sufficient of the latter to keep me busy.

The keeper of the caravanserai was a thieving old scoundrel, and on starting next morning I found that my gun had been abstracted during the night. I had been several hours on the way when I made the discovery, but back over the dust-laden road I wheeled, none too well pleased, to find that mine host had surrounded himself with a coterie of old cronies, to whom he was showing his recent acquisition with great gusto and finding considerable merriment in relating how he had so successfully duped the unsuspecting "Frank."

He had undoubtedly convinced himself that he had seen me for the last time, and was not overpleased at my arrival on the scene, to have his boasted cuteness thus suddenly defeated, and that in the presence of his friends, and, when I demanded my property he feigned ignorance of what I meant with the coolest impudence imaginable. I reasoned that I could recover my property easily enough if I but cared to go to the muttserriff and make a complaint, but I was anxious to be wheeling along again, as I had already lost considerable time. Seeing that parley was useless, I determined to see what force would do, so, drawing my revolver, I gave him to understand that unless he handed my property over instantler I would send him as a true Moslem to cross the sharp-edged swords leading to paradise.

But, if I had intended that this action should frighten him, I was mistaken, for the flaunting of my weapon in his face did not disconcert him; so, as a last resort, and leaving him temporarily master of the situation, I hunted up the muttserriff. But I soon found that all my efforts had been for naught, which time I might have spent profitably upon the road, for the lying old rascal swore

that he had owned the gun for a year and had received it from an English trader, to which every one of the party took their solemn oath they were positive, so, with this show of witnesses, the muttserriff decided that he must perforce adjudge the case in favor of the rascally old keeper.

The riding of the day lay through a most desolate looking plain, so utterly dull and monotonous that it was with unfeigned joy that I gave myself up to the tortures of the vermin-ridden chappa khana at Jerdun, and the orchestral recitation of donkeys, dogs, and poultry, during the night to wake up in the morning and find that another day of wheeling, through a country similar to that of yesterday, remained to abridge the distance to Kasbin.

It was just darkening when I reached my destination, and, although my view was somewhat curtailed, never did spot present a more charming prospect from afar. It is this city that was famous—in fact, more famous than it is today—even so far back as Milton's time, for, in his "Paradise Lost," he has made reference to it in the following lines:

Or Bactrian Sophi, from the hours
Of Turkish crescent, leaves all waste
beyond

The realms of Aladule, is this retreat
To Tauris or Casbeen.

But this was of the time and age when the great city was at the height of its power, for, although today it is a most beautiful spot, all of its old-time glory has long since departed, and there now remains a half ruined, famine stricken dust heap, in comparison to the Babylonian metropolis of former times.

The chappa khana of the town was evidently the same one in existence in Milton's time, for from the outside it looked nothing more than a ruined pile of stones and petrified mud. But the inside was quite comfortable—far more so than one would have

thought from the unprepossessing exterior. The khan was an agreeable fellow, who, after supper, brought me a "kalyun" full of tobacco and invited me to sit on the balcony leading out of his own apartments, which formed the coolest portion of the building.

The next morning, before I had had time to breakfast, I received a note from the governor inviting me to call on him. Like most Persian officials, I found that he was ready enough to condole over the condition of affairs that had brought the place to such a low ebb, but showed the same inability to rise above his native lassitude and to adopt or suggest some method of stemming the tide. He could well afford to live a life of luxurious ease himself, and personally it was immaterial to him how events trended, provided they did not injure his welfare. It is owing to this unscrupulous system of inactive officials, intent only on personal aggrandizement and systematic plundering, that Persia has been brought down from her once high power, and which is destined to sooner or later, seal her doom.

At the conclusion of three days in Kasbin I found my itinerary calling for a move toward Teheran, and on leaving found that I was to have as a companion the French charge d'affaires at Kasbin, who intended to ride the distance on horseback.

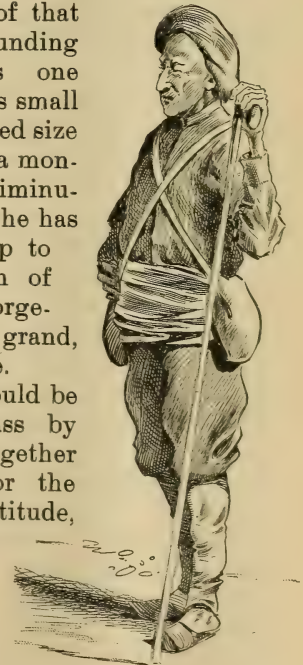
When advancing into the lower regions of Persia, journeying loses all its charms. The roads are good enough, but one finds it almost impossible to ride after the sun has risen owing to the extreme heat, or after it has set, owing to the almost arctic coldness. What little traveling may be done with any degree of safety must be during the meager two hours after sunrise and a like number late in the afternoon before sunset.

It is needless to go over the ride from Kasbin to Teheran, for it is about as tiresome and wearisome as

one can find anywhere, the three-days' wheeling, even with the roads exceptionally fine, satisfying me up to and beyond all measure. For the whole distance the road lay in a dusty plain, so flat that the country stretched ahead clear to the horizon in a desolate waste as flat as a billiard table, with here and there desultory peaks shooting abruptly into the air, like mute sentinels guarding the surrounding country.

One looks in vain for a great city when approaching the capital of Persia, and if his imagination has been whetted to an expectation of eastern grandeur of the Arabian Nights' order, and for Oriental magnificence, he is doomed to keen disappointment. "Were it not for the plane trees, one might overlook Teheran as one would a sleeping crocodile on the Nile," has been the disappointing summary of some former traveler to the city, and it perhaps expresses the facts of the case better than other words can tell. Not alone its lack of physical beauty and the dullness of its generally dirty color, partaking of that of the surrounding plain, strikes one forcibly, but its small area and dwarfed size impress one as a monotony of diminutiveness when he has been keyed up to an expectation of all that is gorgeous, amazingly grand, and superlative.

In fact, I would be tempted to pass by the city altogether were it not for the claims of gratitude, for here once again I was able to mix with friends and pore over



One of the shah's couriers at Teheran

the parcel of mail awaiting me, which occupations served to consume much the greater part of my time. Only one event I can not pass over without notice—the opportunity presented for a stroll through the palace and palace grounds of the shah, and an inspection of the great jewel room, famous the world over. The shah has undoubtedly the finest collection of diamonds in existence, not of the largest size, but handfuls of them the size of ten and one-cent pieces, while the smaller sizes are there literally by the quart. The largest of his diamonds is the renowned “Sea of Light,” which, to tell the truth, resembles nothing more than a piece of glass—in fact, it has been the rumor that this is what it really is, the shah in need of ready money some years ago having riddled himself of the original and substituted one of paste, and after viewing the stone in the royal vaults one can well believe the story. The imperial crown is undoubtedly the greatest object of interest, for it is made up entirely of diamonds and pearls, held together by a light framework, having imbedded in the crest that famous ruby that has been the fetish stone of the shahs from time immemorial, the largest in the world, although with all its amiable and manifold qualities it does not seem to have had the effect of being an omen for good, as Persia has been on the decline ever since it has adorned the royal diadem.

It is a rude transition from the dazzling display of these untold riches to the unclean nay, positively filthy streets of the city, with their squalid buildings, and one can not help sickening at this elbowing of opulence and poverty; with the millions of dollars worth of property hidden from the public gaze and of no practical value hoarded as it is at present only to strive to uphold the barbaric splendor of a wornout kingdom, while the inhabitants are ground down to the very last mite to sup-

port rascally and corrupt officials, and to essay to stave off the eventual tide of bankruptcy which is overtaking the country.

March 15, exactly five months after leaving London, I quitted the gates of Teheran and turned my face northeastward for the first stage of the last half of my long journey, the 300 miles of country to the shores of the Caspian and Astrabad. Notwithstanding the difficulties and obstructions liable to be met with on the rugged road across the mountains, among the highest in the world, the route to Astrabad is much frequented by traffic, for there is no other practical way to get at the great trade centers of northeastern Persia and Turkestan and the country on the eastern shores of the Caspian.

I had planned two days of riding to carry me the full distance of fifty miles from the Persian capital to Damavend, a small town in the Elburz mountains, just at their southern margin and almost beneath the shadow of the mountain peak bearing the same name. Once into the open country, the whole plain land, although enjoying unmistakable evidences of cultivation, seemed to be but little inhabited or frequented. Occasionally, I would meet with parties of mounted traders or small caravans progressing in an opposite direction to that which I was following, but they seemed to be the only human signs in evidence. This fact did not cause me as much concern as I had expected, for I soon found that the natives whom I did meet were sufficiently hostile and dangerous to banish the wish for their becoming more frequent. Several times during the day's riding, on passing through small villages and towns, attempts were made to stop me, and in each and every instance it was only by a show of force and a firm threat to use my weapons that I was able to get along at all. Fortunately, the villages came

at less frequent intervals after the first day's riding, and accordingly the dangers from this source diminished in number if not seriousness.

I was overtaken by night in the little village of Dassa Kagh, only to discover that the khan was disposed to refuse me shelter and food. As I held out a handful of coins he reconsidered his first intention and bundled me into a little ovenlike room immediately over the animals' quarters. With the suffocating odor of ammonia rising from below and the cold wind whistling through the many crevices in the sides of the structure, I was glad enough to rise after about two hours of torture and go downstairs to lie on the hard stone floor by the fireside, which presented cleaner and warmer, if not more restful comforts.

Debouching into the country beyond Dassa Kagh, the plain and fertility that had marked the riding of the day before gave way to the first approach of the mountains, and almost immediately the road became extremely wild and perilous. I was no longer able to gaze on peaceful and smiling landscapes of trees and flowers, but this savage grandeur of nature was not without its charms. Late in the afternoon the rugged steep came to an abrupt halt, and, passing through the robber-haunted defile of the Kulten Gagh, I emerged onto a broad plain of a higher altitude than the country previous and on which the inhabitants had displayed all the resources of their agricultural and commercial industry, while on the other side, just at the point where once more the flat land merged into the slope at the base of the Elburz, Damavend nestled cosily against the stern gray of its granite background.

I had a letter to the governor of the town from the sifar salar, or prime minister at Teheran, who had given me similar letters to all the prominent officials in the Persian

dominions through which I was to pass as far as the Turkestan borders. I found him with some difficulty, after running the gauntlet of the usual hostile and aggressive crowd of natives, who misconstrued my action in searching for the governor as an attempt to lodge a complaint against them. They followed me to the doors of the residence itself and it was only with difficulty that I could forebear using my weapons, as the showers of sticks and stones bruised me all over.

I found the nakim or lieutenant-governor, like all such officials, ready and willing to extend hospitality when he was practically ordered to do so by his superiors at Teheran, and knew full well that to fail to do so would entail severe punishment on his own head, although personally beneath his suave and diplomatic exterior I had no difficulty in perceiving that toward me he did not entertain much other than the opinion and unnatural hatred of the common rabble of the place.

Early the following morning I left this inhospitable spot to continue the journey to Astrabad by skirting the southern base of the Elburz, traveling due eastward along the route pursued by the caravans to Damghan. This road, through constant traffic, has quite a good surface and I soon found that I had left the greater part of my cares behind on leaving Damavend, for, increasing the distance from the plain, of which it forms the extreme limit, and penetrating into the wilder parts of the country, I found the land very little inhabited, towns and villages coming at rare intervals and being of small size, where the dangers of attack were reduced to a minimum.

There were not the remotest signs of civilization in this part of the globe—in fact, it would be difficult to find a more desolate waste than eastern Persia, or a people more ignorant,

brutalized by their absolute isolation from the civilized world. No spark of progression yet exists; they are the same now as their ancestors were 4,000 years ago, and one might as well strive to change the direction of the wind as to endeavor to introduce improvements or to drop the seeds of civilization with the hopes of fructification.

For the first time, also, I found that henceforth I should have to de-

atmospheric conditions took a change for the worse it was with almost zealous haste that I rushed over the distance to Kulkas.

There were two good reasons after a single night's halt there for my pushing onward next morning, in spite of the fact that the weather had not moderated to any appreciable extent, the most potent being my belief that the intense cold of the night before foretold a coming heavy fall of snow and the possibility that I might have to remain in this wretched little village for weeks, and perhaps months, and the second was the absolute inability to withstand for a longer period the terrors of the chappa khana, which was little short of a terrestrial hades. So onward I went, and about noon, after proceeding with great difficulty most of the way afoot in the teeth a strong wind, I reached Murghand.

This I had been forewarned was one of the most dangerous places in eastern Persia, and it was with no feelings of pleasure that as I entered it I saw a number of villagers coming out to meet me with guns in their hands, accompanied by others armed with equally formidable looking clubs and knives. On meeting me they made a great deal of noise, and out of my small vocabulary I could readily distinguish the word "robber" used at frequent intervals. I soon found out that their warlike appearance was not in the nature of a hostile reception but that there was in the neighborhood a strong band of robbers who had made several descents upon the village, and that the citizens had taken up arms to defend themselves.

The next day, as I wound my way toward Shuladeh, I came upon a large body of horsemen, who turned out to be regular troops on the way from Astrabad to Teheran. They had effected the capture of a large party of brigands, doubtless those who had been molesting the villagers, and who



Water carrier at Teheran.

pend on my own resources, and to forego the pleasures, meager as they were, of opportunely stumbling on villages and khanas as halting places for the night, for the healthier alternative of being frequently called upon to camp out in the open. The weather for the two days succeeding the departure from Damavend had been of the made-to-order sort, which did not detract from a full enjoyment of this nomadic life, but when the



"I determined to see what force would do."

were hitched to the saddles of the horses and trailing behind in mournful procession, bowed down with the knowledge that their ultimate fate would be to be built up in lime. This latter punishment is distinctly one of Persian origin and unused elsewhere. It consists in digging a hole in the ground, which, after having placed therein the victim, is filled with unslaked lime or plaster of Paris in a liquid state, which, soon hardening, literally crushes the criminal and strangles the flow of blood as it solidifies, causing the sufferer the most long-drawn-out and excruciating torture.

From Shuladeh to Damghan was three days of long, dreary riding. The weather for the whole distance had remained bitterly cold necessitating a stop every few minutes for a buffeting to keep from freezing. The difference in the climate from

that to which I had been accustomed was so marked that it was only with the greatest difficulty I was able to get over the distance; in fact, the climate alone was the greatest barrier to progress, for my riding was not interfered with by the natives, who, once really out of the thick settlements contiguous to the towns, were really quite friendly and hospitable.

Damghan is the last stage of importance from the capital of the Medes and Persians before reaching Astrabad, and it was with no small satisfaction that I entered the chappa khana, for it was really quite a comfortable and well appearing establishment. The chapper chee, on opening the door and seeing me, at once ordered the servants to clean out the bala khana. This is the best room of the building, built to exclude all nauseous odors, and far removed from the

stables and general lodging place of the inn, thus insuring privacy, and in general is kept for the use of guests of more than ordinary moment.

I was immensely pleased at this show of good nature, but soon had occasion to find out that mine host was after all as sly an old rascal as ever lived, and that his courtesy was only as long as he imagined would be his guest's purse strings, for, after giving myself up to the luxury of a good night's sleep in a clean room, I was awakened, near midnight, by his poundings on the door, with the request for me to get up, pack up my belongings, and vacate, as a muttserrieff of high degree was waiting downstairs to occupy my room. I was not over-pleased at being awakened from a sound sleep and I calculated that this high personage was fully as capable of enduring the hardships below as myself, so I invited mine host to convey to the distinguished gentleman my compliments and the information that he could immediately take himself to the place of departed evil spirits. Although not understood it served the purpose and I was allowed to remain in possession of my stronghold till morning to find the chapper chee waiting for me with as smiling a countenance and as much obsequiousness as if I had never ruffled his official dignity.

Caravan traveling reigns supreme between Damghan and Astrabad the road being through too dangerous a country to permit of small bands or individuals passing in safety. I left the former place with one of these caravans and was sincerely glad that I enabled to do so, for at once the

country grew to a boldness and wildness compared with which that I had traversed before was mildly tame. The iciness of the weather had moderated somewhat, however, and as the road itself was firm and hard I was enabled to wheel along for the two days to Astrabad without unnecessary effort.

Astrabad is pleasantly situated near the mouth of the river Gourgan, which a few miles farther onward empties into the Caspian. The city is surrounded by a deep and broad half ditch, half incline, and defended by bastions in good order, sufficient to make the place important from a strategic standpoint. Upon entering the great gateway, I at once emerged into the market place, where I found that notice of my approach had been carried before and that the governor was waiting to receive me. He at once hurried me off to his own residence with commendable dispatch, as if fearful that by too much sightseeing I might use it to disadvantage at some future date. His hospitality was unbounded, and dined and feted with truly regal sumptuousness, I was willing enough to endure the strictures placed on my tour of inspection.

A gleaned enough, however, to show that if some of the other Persian cities show the presence of more or less Russian dominance, Astrabad is able to go them all one better, for it is essentially Russian in each and every one of its characteristics, so much so that what few traces remain of the original Persian habitation are destined to be entirely blotted out in the not far distant future.

(To be continued.)



The Story of a Poor Donkey.

"I am only a donkey, a little fellow with the usually long ears of my kind. My home is in Wilkesbarre, Pa., and my owner hardly figures right here. I want to tell of my disgraceful arrest the night of the National circuit meet in my city. It happened this way. I was driven round to the front of the Wyoming Valley house, where were quartered all the crack bicycle riders of the country. The rider they call "Cannon" Bald and another they call "Chicago's Pride," with a third, known as the "Black Cloud," saw me and were evidently amused. I thought very little of their levity and looked them over on my own part with the greatest interest.

"In lolling round the town I had heard so many people speak of them as great, that I was anxious to see them. They were anxious to see me, too, much to my sorrow, for they ran to me quite as though I was an old friend and acquaintance. The colored boy clambered to my back and the "Cannon" Bald, as they called him, with "Chicago's Pride," whoever he might be, mounted to the seat of the little two-wheeled cart, which I am compelled to drag around the town day after day. The crowd on the hotel veranda shouted with amusement and this evidently drove the

three great riders who then had me in their possession, to doing things which my driver had never thought of. I was driven over the curbstone, across the grass plots, and into all sorts of places. The fun was not short lived, for they kept me going hour after hour. I am tough, but they are tougher. Up and down the main street of the town they drove me, and there was no such thing as an objection on my part for that would have been useless. I believe it was the "Cannon" Bald who held the reins.

"But this does not deal with my arrest. That happened when the party got out of the cart at a restaurant to get some supper. I was left standing outside of the place and some one of the crowd of 500 people that had followed me, got up on the seat and drove me away. I did not want to go, I had to. From what I learn, my owner came along and demanded his rig and his donkey but could not find them. He called a policeman and the copper went in after Bald and the others. Outside the place they had an argument which was heated and during the discussion a man by the name of Temple demanded the policeman's number. Bald and Gardiner ran away while they were taking it and

the policeman had nothing to do but hunt me up. This he did, finding me wandering in the next block where I had been left. He had to have something to arrest and so took me. I was driven around to the police station. One wheel of the cart was dished and the other was nearly broken down. I was tired and cross and did not relish being taken up in this way for something that was not at all my own fault. My owner came around with a crowd and after much parleying with the officers, secured my release. Later on we met the same party that had had me out, but I suddenly developed into a racer myself and they do say that the turn of speed I put up was of a record-breaking order. They did not catch me and they never will. I am done with fast bicycle riders forever and no more will they pull me into any of their riotous fun."

"Major" Taylor Was Puzzled.

Louis Callahan has a little trick that has puzzled many a man of late. It puzzled "Major" Taylor, the colored rider and now Taylor has learned the trick and has blood in his eye and an inky taste in his mouth as well. It is this way: Callahan takes a mouth full of bird shot. He stands near some one and talks, ever and anon raising his face slightly and peppering the man with a shot or two, squeezed from between his teeth. The shot may be hurled with some force in this way, by being forced out with the tongue. The man to whom Callahan is talking will naturally look everywhere else but at Callahan, to discover the source of that shot and while he is looking around another will hit him from quite another source. Comical situations have kept the circuit men amused for some days. Callahan met "Major" Taylor at Wilkesbarre and the experience of the "Major" will tally with that of scores of others.

"How are you, 'Major,' " said Callahan, stepping up close to the colored boy. A conversation ensued that was evidently of interest. Every once in a while Taylor could be seen to brush his hand over his face and then glance around. Finally, he could stand it no longer.

"I'll break the head of some one," said he, "if he don't quit pelting me with bird shot." Another struck him and he turned to see where that came from and another struck him. Callahan had his hands in his pockets and kept right on talking.

"What in the world is the matter with you, 'Major'?" he asked.

"Some one keeps throwing something at me and I can't see any one near us," replied the "Major."

"That's funny," replied Callahan, "I don't get hit." Another shot struck Taylor and he fairly danced in the air, so wrought up was he over the mystery of the thing. For half an hour a party of the circuit chasers stood in the background and held their sides. Finally, Taylor started for the hotel, and all the way there those little lead pellets kept hitting him, first on his broad nose, then back of the ear, and again in the neck. It was a hundred yards to the nearest place of concealment, and Taylor knew no one was there, so he looked heavenward for an explanation of his trouble. He found none and sat down disconsolate. Some one then took the pains to "put him on" and to tell him how he could even up matters with some one else. At the hotel desk was a box of shot into which the pens were stuck. The "Major" ran to that, at the suggestion of Callahan, and quickly filling his mouth, started back for the piazza. The shot, as a matter of course, was thickly coated with ink from the pens that had been jammed into the box for years, and it did not take Taylor long to gather the taste of the ink. Then came the eruption of a handful

of inky shot from between the negro's lips, together with an exclamation that is better omitted. For an hour he was spitting shot from the corners of his mouth, and for days there remained that dark brown taste that needs no description. Taylor now believes that the men are all arrayed against him, and he can not be induced to take any part in their jokes. Once was enough for the "Major," who is commonly known now as "the traveling ink well."

How President Garford Views Racing.

A. L. Garford, president of the National Cycle Board of Trade, has very decided ideas on the value of racing to the entire cycle business. Mr. Garford is a careful student of the daily press, and he says that two-thirds of the cycle news published in the daily papers is racing news. He says that the racing news is watched for and read by every lover of the sport, or nearly every one. It is the idea of the president of N. C. B. of T. that every maker in the land should take a legitimate stand in regard to racing, and that the racing men should have not the slightest difficulty in securing positions.

"The racing circuit maintains the interest in our sport," said Mr. Garford, "and must be supported and maintained, both the National and all the state circuits. There should be no let up in this racing business, for the very good of the sport. It is clean and is a credit to the racing men and to the makers. Thousands upon thousands of people go to the races, the meets are successful, the racing is successful, and the people interested in the annual races at each point are also interested in the wheels. I have no doubt that thousands of converts are made by this racing business, and I am certainly anxious to see it continued with an uninterrupted run of prosperity for all time to come. It may be that

this racing problem will be one of those tackled by the National Cycle Board of Trade at its next meeting, for I believe that some action should be taken."

Fred Schade.

One of the most consistent riders in the amateur ranks is Fred Schade, the curly-haired Virginian, who made such a favorable showing at Philadel-



FRED SCHADE.

phia. Schade is the representative of Georgetown university at Washington and has always been in the front ranks of the college racing men. It will be remembered that Schade broke the amateur third-mile record at Philadelphia, riding the distance in :32½. His father is a wealthy

lawyer practicing in Washington, whose home is in Herndon, Va. Therefore Fred races to his heart's content and has started out after the same record as Peabody, of the Chicago Cycling Club—Zimmerman's record of 101 firsts. He has already secured twenty-six and will devote the rest of the season in an endeavor to beat out his Chicago rival. His wins this year include the amateur championship of the south and the Virginia division championships.

Confessions of the Ex-"Pures."

"Honest confession is good for the soul," and it is a case of open confession with the former amateurs when they get together and tell of the days when they were called pure but were not so. From the talk of the men one is led to infer that there is not really a pure amateur in the country today. Nothing else can be gleaned from the talk of the men now ranking as good professionals.

"I was pure," says one, "because I was forced to be. It was not because I wanted to be nor because I was afraid that the racing board would catch me, not at all, but it was because I could find no maker who would pay my way in racing." The speaker was no other than Tom Cooper, who in his amateur days of '94 took every race offered in the amateur class in Michigan. Cooper was beaten but twice that year, "Doc" Brown administering two defeats at Cleveland.

Another rider, now a professional, was never pure. At the time he was "flopped" for riding a certain make of wheel he was receiving \$40 a month and expenses of himself and trainer. After he was transferred, the company which had contaminated

him had no further use for him, and let him go altogether. While he had ridden their wheel he had had numerous offers from other makers to change to another wheel, but had refused them all. In the professional ranks he is now making more money without any contract than he made before with salary and expenses and by selling his prizes, so he does not feel so bitter toward the racing board as he did.

The Care of the Press.

There is the same carelessness at the meets of the present season regarding the press that has always obtained and always will. A race meet promoter should always take care of the press, for it is to the reporters that he looks for proper accounts of his meet. At Troy, on the New York circuit, no table and but one chair was provided for the half dozen press representatives. There was one typewriter in the party, and that was placed on the one chair, from which a board was run to the floor for the operator to sit on while he ground out his reports. At other places about twenty people besides the reporters were crowded into the small stands and these ousted the press men by crowding over them to see the finishes. And the people who had no business there were very indignant because those who did have business there resented the intrusion.

Race meet promoters should see to it that the press men are placed in a box by themselves and that none but working representatives are there to take the places. That is all that is necessary to do, and if the men who send out the reports can but have plenty of room, they will dispense with liquid refreshments and cigars.

THE WORLD'S CRACKAJACKS AT GLASGOW

Details of the Last two Days of the Meeting of the International Cyclists Association—How Schrader Won the Amateur Mile—Exciting Race Between Stocks and Chase—Records Broken



Glasgow, Aug. 2.—Saturday proved delightfully warm and sunny. Fully 22,000 spectators attended the Celtic park at three p. m., and the superior seats were better filled than on Friday. The receipts at the gate on Friday amounted to \$3,000, and on Saturday to \$6,000. Two bands were in attendance, one composed of Scotch pipers of the Argyll and the Sutherland Highlanders, in the full national costume of kilt, tartan, etc. These latter contributed weird music, varied by musical drills, bayonet exercises, and volley firing—the whole performance affording keen enjoyment to the natives present.

The one-mile amateur champion-

ship of the world was the first event, there being no fewer than twelve heats. The heats invariably commenced at a crawl, the real racing being left until half a lap from home. The times ranged from 2:41 to 6:49. The heat winners were P. W. Brown, E. H. Ainsworth, W. P. Fawcett, J. A. Appleby, Axel Dahl, J. A. Metcalf, R. Reynolds, Letzing, I. McW. Bourke, Ed Schrader, R. H. Poole, and F. D. Frost, nine out of the twelve being Britishers, and seven out of these Englishmen. In the second round, Fawcett beat Ainsworth by a yard, Appleby and Brown being outpaced. The second heat of the second round was won by the

Irishman, Reynolds, who beat Letzing, of Germany, by a wheel in 2:58. Metcalf and Dahl were also in this heat. The Irishmen were rapturous over Reynolds' victory, standing up and cheering him loudly. The next heat saw Schrader leading at the bell, and a tremendous finish with Bourke resulted in victory for the Dane by three inches in 3:07½.

Schrader Wins the Mile Championship.

The final was ridden by the winners of the three heats of the second round—Fawcett, Reynolds, and Schrader—no fastest loser being allowed a place. Schrader again led at a modest pace, being in front at the bell; half way along the back straight, Reynolds made an effort, but was stalled off. Fawcett rode splendidly along the home straight, but had not time to overhaul the Dane, who won by a wheel in 3:24½. Schrader's mode of riding is compared to that of Zimmerman at his best. The Dane gradually increases the speed of his sprint as the end is reached. His victory was a popular one, and his defeat of Bourke in the second round places him in the very front rank among amateurs.

The race of the day, of course, was the 100-kilometer professional championship of the world. The following entries appeared on the programme: A. A. Chase (holder), J. W. Stocks, F. C. Armstrong, Arend, Silver, Vogt, A. D. MacFarlane, and R. C. Crawford. Only the first three started. Stocks, of course, had an abundance of Dunlop pacing. Chase had six teams, but one was put out of action prior to the start by a fall when going slowly. Armstrong had four teams. There were eight tents in the inclosure for the pacemakers, Stocks' men taking up five of them. The usual parade of pacers was followed by the appearance of Stocks and afterward Chase—the men riding round the track amid cheers. Chase's two quints and four quads—

Simpson pacing—consisted of very fast, carefully selected teams and the idea was generally entertained that Chase had a fair chance of winning if all went well.

Stocks Takes the Lead.

Chase got away first and caught his pacing, but was immediately caught and passed by Stocks, who sustained a demoralizing bat from the very start, his tactics being to break up his opponents. The first mile occupied 1:54½, the second 1:49½, and the third 1:46½. This will convey some idea of the excitement which prevailed at the beginning of the struggle. The whole track seemed covered with flying multiplets and an accident seemed inevitable. Armstrong, who was in serious saddle trouble from the start, could not do himself justice, and after riding in vain a stern chase for 44 miles, 2 laps, he retired. But I anticipate events. Chase tucked in behind Stocks when passed at the outset, but his pacers could not live at the furious speed set, and Chase gradually lost ground. At three miles one of Chase's quints came in collision with a Dunlop quad, swerved off the track, the crew throwing up their arms and crashing down on the cinders. The cause of this serious accident was due to the Dunlop team not keeping out far enough after being relieved, thereby leaving Chase's quint insufficient room to pass. Percy Wheelock, the quint steersman, was very seriously injured over the right eye, and two others were badly scraped. Chase had a marvelous escape, his wheel catching a pedal on the falling quint. However, by a sudden swerve, which, together with the shock and fright, gave him a stitch for the rest of the race, Chase righted himself but had lost half a lap in no time.

Chase Loses a Lap.

At five miles he was caught by Stocks who passed him at eight miles. At sixteen miles Chase was

PACERS TAKING STOCKS TO THE FRONT



START OF THE TEAM RACE



THE INTERNATIONAL CHAMPIONSHIPS AT GLASGOW

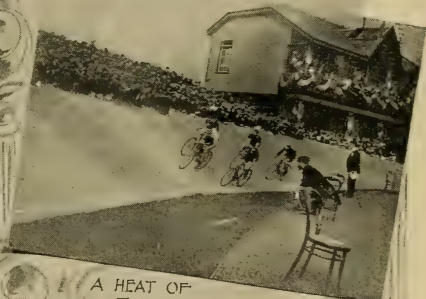


ARMSTRONG CHASE STOCKS

START OF THE PROFESSIONAL 100 KILOMETER CHAMPIONSHIP



CARRYING OFF ONE OF THE INJURED



A HEAT OF THE AMATEUR MILE



PACEMAKERS TAKING REFRESHMENTS

caught again, and the race became monotonous. Chase appeared to have lost all heart and called to his pacers to go slower. At fifty-one miles he was lapped for the third and last time. After this he stubbornly resisted Stocks' efforts to go by, and toward the close of the race commenced to ride hard and recover lost ground. Stocks with two laps to go seemed to suddenly crack and subsided into a fifteen-mile gait. He finished very baked in 2:10:52½, a winner by nearly a mile. Chase, whose time was 2:13:54, was also baked, but finished much the fresher of the pair. The chief times:

Kilometers.	Time.	Leader.
10	11:33½	Stocks
20	23:35	Stocks
30	35:50	Stocks
40	48:25½	Stocks
50	1:01:30½	Stocks
60	1:14:48¾	Stocks
70	1:28:14	Stocks
80	1:42:11½	Stocks
90	1:55:48	Stocks
100	2:10:52½	Stocks

New Records.

Stocks made new records at forty kilometers, 48:25½, (record 48:25½, Stocks) and ninety kilometers, 1:55:48 (record 1:56:44, Huret). In the first hour he covered 30 miles, 600 yards (a new Scottish record) and in the second 57 miles, 1,230 yards. At the finish Stocks' time was only one minute thirty-nine seconds outside world's record (2:09:13½ by Walters). Here are the leader's mile times:

Miles.	Time.	Leader.
1	1:54½	Stocks
10	18:54¾	Stocks
20	38:36½	Stocks
30	59:16¾	Stocks
40	1:20:37½	Stocks
50	1:42:49¾	Stocks
60	2:05:35¾	Stocks
62	2:10:31¾	Stocks

The remaining item of the programme was a half-mile professional handicap in five heats. In the first heat, Osborn (15 yards) beat McEwan (35) by three yards. In the next heat, Gascoyne (15 yards) beat Walters (25) by thirty yards in :58¾. Harry Brown (15) won heat No. 3 by beating Killachy (25) by ten

yards. In heat 4, W. Alexander (40) beat R. Vogt (25) by ten yards, while F. W. Chinn (scratch) annexed the last heat from A. D. MacFarlane with superb ease by three yards. The final was a good race. Alexander, making the most of his long start of forty yards, maintained the lead until the last bend, when Gascoyne, who had commenced one of his long sprints, caught him and won by a wheel from Chinn, Osborn being a very good third. Time, :59.

Monday's Racing.

Today, Monday, saw the final meeting held. The weather throughout the four days continued fine, and at least 8,000 persons attended at five o'clock when the racing commenced. The 100 kilometer amateur world's championship was the first event. It had been feared there would be no pacing to speak of, as it was known the Dunlop teams had gone south on Saturday evening. However, at least ten multiplers were secured and the teams did their work very well on the whole, though frequent instances of unfairness arose during the race. Fernand Ponscarme, the holder of the title, was among the twenty-four starters whose names were Pauchevre, Ouzon (France); F. D. Frost, E. Gould, Ainsworth, A. H. Harris, W. P. Fawcett (England); H. C. Thomson, J. H. Naylor, Appleby, L. R. Oswald, J. Carragher, J. Mansfield, T. Goss (Ireland); Stamm and Johow (Germany); W. L. Kerr (Australia); Otto Klein (Sweden); Van den Bruggen (Holland); A. Dahl and Rasmussen Tjoerbey (Denmark); A. W. Young and J. A. Han-nay (Scotland).

Pace too Hot for Amateurs.

Ponscarme went off with a lead at a good pace, but after riding three laps retired for some reason which did not transpire. The field soon became broken up. Harris and Frost were on the pacing and Ainsworth soon became prominent as second man,

half a lap behind Harris. At six miles only fifteen were left on the track, the pacing having broken up the tail. Frost retired. At fourteen miles Ainsworth had slowed and was lapped a second time by Harris, who was riding superbly. At thirty miles only eleven men were left in and at forty miles only seven. These were Harris, Gould, Ouzon, Thomson, Hannay, Johow, and Tjoerbey. Harris' exertions cracked him at forty-seven miles and Gould then went in front, Ouzon also passing Harris at fifty-two miles. At fifty-four miles Harris retired, completely baked, amid cheers. He had certainly given a grand display of speed riding under difficulties on a crowded track. Gould was now riding at a 2:16 pace, going as well as any one on the path. Interest, which had been at fever heat, now cooled down, and Gould patiently rode out a winner by five laps in 2:19:06½, Ouzon finishing second in 2:22:52½, Rasmussen Tjoerbey being third in 2:23:32½. The other men left did not finish. They were Hannay, Johow, and Thomson. The chief times were as follows:

Kilometers.	Time.	Leader.
10.....	13:00¾	Harris
20.....	26:22¾	Harris
30.....	35:50	Harris
40.....	54:04½	Harris
50.....	1:08:45¾	Harris
60.....	1:21:45¾	Harris
70.....	1:35:35	Harris
80.....	1:51:30½	Gould
90.....	2:05:15	Gould
100.....	2:19:06½	Gould
Miles.	Time.	Leader.
1.....	2:16½	
10.....	21:12¾	Harris
20.....	43:06	Harris
30.....	1:05:44¾	Harris
40.....	1:27:41¾	Harris
50.....	1:52:07¾	Gould
60.....	2:14:26¾	Gould
62.....	2:18:50½	Gould
1 hour.....	27 miles, 803 yards.	Harris
2 hours.....	53 miles, 653 yards.	Gould

The Two Champions Meet.

The next item was the match at one mile between the professional and amateur mile champions of the world, viz., Arend, of Germany, and Schrader, of Denmark. This proved rather a tame match, Arend's speed

superiority being very marked when sprinting commenced. The men alternately led at a moderate pace, Schrader taking the premier position at the pistol. At the last curve Arend, who was level with the Dane, commenced his sprint and drawing right away won by twenty yards. Time, 2:51. Schrader lodged a protest, but did not press it. His complaint was that Arend had cut across his path, but this was not observed from the press inclosure. To all appearances the race was contested with the strictest fairness and the fastest man won.

The last race was a five-mile scratch for professionals. Nearly all the twenty-seven entrants had departed south for Birmingham, and the starters were limited to nine Scotch racers. The race was closely contested and won by J. Killachy, who beat J. Silver by a yard, A. D. MacFarlane being third. Time, 12:40¾.

The Saltonstall Trophy.

The Saltonstall trophy was won by England, the scores officially announced at the close of Monday's racing being as follows:

1—England.....	25 points
2—Denmark.....	8 points
3—France.....	6 points
4—Germany.....	5 points
5—Ireland.....	1 points

The Business Meeting.

Having briefly dealt with the racing events during the meeting at Glasgow, I must hark back to what happened on Thursday, July 29, when the meeting of delegates to the I. C. A. board was held at the Windsor hotel, the I. C. A. headquarters, at ten a. m. There were present, among others, Messrs. Robinson and Kettles (Scotland), Doolittle (Canada), Britten and Sturmey (England), Girard and d'Arnaud (France), Burkens and Koolhoven (Holland), Kruse (Sweden), Kalom, Nissen, and Stall (Denmark), De Beukelaar (Belgium), Sierck and Friese (Ger-

many), O'Neill and Connolly (Ireland). Frans Netscher (Holland), being absent, E. Staal (Denmark), was voted to the chair. The balance sheet showed a credit balance of \$335, while the secretary reported the I. C. A. to be in a most flourishing condition, supported as it was by no less than fifteen countries. The affiliation of the New South Wales Cyclists' Union was agreed to. It was decided that no record be accepted as a world's record by the I. C. A. unless indorsed by the union of the country in which it is made, and the different unions were instructed to send such records, as accepted, to the I. C. A., which would in turn inform the affiliated unions thereof. An effort was made by the French delegates to get French recognized as the official language of the I. C. A. board, equally with English, but the latter language was upheld. The subject of motor pacing came under discussion, but no decision was arrived at.

The Canadian Wheelmen's Association and the Deutscher Radfahrer Bund (Austrian division) both applied for the championships of 1898. It was eventually decided to hold them at Vienna, it being understood that Canada would have them in 1899 and France in 1900. Frans Netscher was re-elected president and Henry Sturmey, honorable secretary and treasurer.

The Dinner and Reception.

On the evening of Thursday, the Scottish Cyclists' Union entertained the I. C. A. delegates to a dinner, which was followed by a musical evening. R. Robinson, president of the Scottish Cyclists' Union, occupied the chair. The gathering lasted until a late hour and the utmost cordiality prevailed among the visitors from the various nations.

A visit to the Clyde ship building yards was made on Friday morning

and many interesting scenes and operations were witnessed by the party. The whole of the circle seats at the new Empire music hall were reserved for the guests of the S. C. U. on Saturday evening, and the invitations were generally accepted, the performance being a very good one of the usual variety character. One incident marred the pleasure of the evening. A man essayed to ride a fifteen-foot Eiffel bicycle on the rather small stage. Making too sharp a turn, he lost his balance, and was seen to be clambering rapidly downward, but while still some eight feet from the stage, the huge bicycle crashed onto the boards, the luckless performer falling with it. Fortunately he was uninjured, though shaken.

A Visit to Edinburgh.

It was on Sunday (a trying day in Glasgow), that the first important trip occurred. At 9.20 a special train conveyed over 200 guests, including many ladies, to Edinburgh, whence the party drove in carriages to Queensferry, inspected the famous Forth bridge by means of a steamer chartered for the occasion, and returned in time for an excellent lunch at the Café Royal, traveling back to Glasgow in time for dinner by another fast special train. This excursion was immensely appreciated, and went off without a hitch.

On Monday the municipal buildings were visited by the delegates and their friends before luncheon. In the evening the Glasgow Merchants C. C. gave a dinner. On the following day a special steamer conveyed a party down the Clyde on an excursion which occupied the day. In the evening a banquet at the Masonic hall, West Regent street, Glasgow, preceded the presentation of prizes, which formed the closing function of the world's championship meeting of 1897.

C. W. HARTUNG.

WORLD'S RECORD FOR McDUFFIE

Hamilton's Mile Reduced to 1:38 1-5 by the Boston Crackajack at Charles River Park—How the Deed Was Done—Lesna Changes the Hour Figures in an Exhibition Ride—New Times From Eleven Miles Up

Boston, Mass., Aug. 15.—E. A. McDuffie, on the Charles River park track yesterday afternoon, in the presence of several thousand people, and at a sanctioned event of the L. A. W., rode the fastest mile ever made in the world on a bicycle on a cycle track.

He covered the distance in 1:38 1/5, beating the time made in Denver March 2, 1896, by W. W. Hamilton by one second. It seems almost incredible, but is nevertheless true and was a surprise to every person in attendance.

It was the finest exhibition of speed ever witnessed in Boston and during the ride the spectators held their breath, fearing that the great sextuplet would go over with its load of powerful riders. When they rounded the turns the pedals at times clicked on the cement and the machine seemed to fairly bend to the increased leg power of the six riders. McDuffie followed the rear wheel of the big machine as though he were glued there, and upon his face was the stamp of determination to cut the record or find out the reason why.

No one cheered as the big machine encircled the track like a skimming swallow. The spectators all stood in the seats spellbound, each expecting to see the machine fall to the track with dreadful results to the courageous riders and probable death to the gallant McDuffie.

An Ideal Day for Record-Breaking.

The day was certainly an ideal one for record breaking. There was not

a breath of air and the stars and stripes on the lofty flag-staff hung limp to the pole. The day was slightly sultry and the sun was bidding adieu in all its golden brilliancy to cultured Boston and classic Cambridge.

Lucien Lesna, previous to the great ride by McDuffie, had lowered the American hour record, paced by multicycle machines, clipping seconds off the standing records from eleven to thirty miles.

It was when the plucky Frenchman had partially finished his sixty minute ride that McDuffie approached Manager Ducker and asked if he might try for the mile record, saying that he felt in prime condition. Manager Ducker readily consented, little dreaming that McDuffie would gain for his fine track so great a record.

McDuffie had made no preparations for such a trial and it was some time before he got a pacing team together. He was obliged to prevail upon some of the tired men who had paced Lesna in his hour ride before he had men enough to man a quint and sex.

The teams appearing on the track to furnish McDuffie pace were: sextuplet, Waller, Gately, McLean, Sullivan, Barnaby, and Gray; quint, Hammond, Stafford, Himeon, Sherer, and Girard. Gately, Barnaby, and Sullivan were the only fresh men mounted on the machines.

The Start.

After riding around the track three times to get loosened up McDuffie

remarked that he would be ready the next time around. Starter Bragdon stationed himself beside the tape with revolver ready to give the men an excellent start. Down the homestretch the pacemaking teams came

to make an effort to take the pace from the sex and McDuffie kept close to the rear wheel of the big machine.

From a spectator's point of view it looked as though a bad slip-up had been made and that the record would not be disabled, but the riders of the speedy sex were being urged on by Steersman Waller whose face was warped out of recognition almost, and his form bent over the handle-bars. The men's legs on the sex resembled so many piston rods of an express train engine covering



E. A. McDUFFIE.

like a flash of lightning, the quint in the lead with the sex close at its rear and McDuffie tacked onto the six-seaters' rear wheel. As they dashed across the tape the cartridge in the revolver failed to respond to the crack of the hammer, but McDuffie was off after his flying pacemakers and the greatest record trial ever run was on in earnest. The quint kept in the lead of the sex and a double pacing act was in progress. At the half the quint pulled out and the powerfully manned sex shot out like a cannon ball. It was useless for the quint



LUCIEN LESNA.

sixty miles an hour. They were going so fast that some of the men were actually loosing hair from their heads.

Coming down the homestretch for the final dash for the tape some one gave McDuffie the word that the mile record of the world was at his mercy. This happy information at so trying a moment seemed to fill the the world's greatest rider with re.

newed vigor and when within 100 feet of the tape he tied himself into a knot and sprinted up beside the rear wheel of the fleeing sex as it shot across the tape.

Many unofficial watches caught the time at 1:38 flat. The official timers were from the Boston Chronograph Club and were men who have timed some of the greatest cycle races ever run in the country. They were, President Savell, of the Chronograph Club; Secretary Fay, of the club, and Mr. Bond, each of whom have the best chronographs the market affords. The judges were A. O. McGarrett, chief centurion of the Massachusetts division of the Century Road Club of America, J. C. Kerrison, cycling editor of the Boston Herald, and who for three years was official handicapper of this district, and G. W. Tarbell, cycling editor of the Boston Globe, all men thoroughly familiar with the cycle racing game.

When the announcement was made that McDuffie had covered the mile in 1:38 $\frac{1}{2}$, a body of racing men rushed out upon the track and carried McDuffie and Waller bodily into training quarters, where their friends gathered around and showered them with warm compliments and hearty handshakes. The training quarters was a scene of great excitement for nearly an hour, many of the spectators visiting that part of the track to see the record breaker.

McDuffie's fractional time for the mile was as follows: Quarter, :25; third, :33 $\frac{1}{2}$; half, :49 $\frac{3}{4}$; two-thirds, 1:05 $\frac{1}{2}$; three-quarters, 1:13 $\frac{3}{4}$; mile, 1:38 $\frac{1}{2}$.

In conversation after the ride McDuffie stated that he believed that he could even cut a second or two off the time he had made and may at some future date make an attempt to do so. He rode a Syracuse wheel with Newton tires.

Previous to McDuffie's mile ride Lucien Lesna, the Frenchman, made a trial against time for the hour in which he put up new American paced records from eleven to thirty miles. Lesna and his pacemakers appeared in neatly fitting vermilion suits upon the back of which, in small white letters were the words, "Orient Cycles and Chase Tires," which Lesna and his pacemakers rode in the record-breaking trial.

The same officials named in the McDuffie ride acted in the trial of Lesna's. The pacemaking was of a high order and the pickups were excellent. Lesna made a fine ride, the only mishap being the bursting of a tire on a pacemaking machine at the end of the ninth mile, which Lesna noticed quickly and dashed past the disabled machine to a speedy quad waiting up the track.

The New Records.

Miles.	Lesna's Time.	Previous Am. Rec.
1.....	1:49	1:39 $\frac{1}{2}$
2.....	3:51 $\frac{1}{2}$	3:33 $\frac{3}{4}$
3.....	5:50	5:22
4.....	7:47 $\frac{1}{2}$	7:15
5.....	9:39 $\frac{1}{2}$	9:07 $\frac{1}{2}$
6.....	11:36 $\frac{1}{2}$	11:00 $\frac{1}{2}$
7.....	13:39 $\frac{1}{2}$	12:53 $\frac{3}{4}$
8.....	15:37 $\frac{1}{2}$	14:46 $\frac{3}{4}$
9.....	17:31 $\frac{1}{2}$	16:40 $\frac{3}{4}$
10.....	19:29 $\frac{1}{2}$	18:33 $\frac{3}{4}$
*11.....	21:28 $\frac{1}{2}$	22:00
*12.....	23:27 $\frac{1}{2}$	24:02
*13.....	25:22 $\frac{3}{4}$	26:03
*14.....	27:25 $\frac{3}{4}$	28:05
*15.....	29:24	30:06 $\frac{1}{2}$
*16.....	31:25 $\frac{1}{2}$	32:10
*17.....	33:26 $\frac{1}{2}$	34:14
*18.....	35:24 $\frac{1}{2}$	36:16
*19.....	37:21 $\frac{1}{2}$	38:16
*20.....	39:18 $\frac{1}{2}$	40:21
*21.....	41:16 $\frac{1}{2}$	42:21
*22.....	43:14	44:22
*23.....	45:15	46:23 $\frac{3}{4}$
*24.....	47:11 $\frac{1}{2}$	48:24
*25.....	49:08 $\frac{3}{4}$	50:30
*26.....	51:05 $\frac{1}{2}$	52:31
*27.....	53:01 $\frac{1}{2}$	54:32
*28.....	54:59 $\frac{1}{2}$	56:35 $\frac{3}{4}$
*29.....	56:57 $\frac{1}{2}$	58:36
*30.....	58:54 $\frac{1}{2}$	1:08:31

*New American records from 11 miles up.

In the hour Lesna covered 30 miles, 1,030 yards, 19 inches. All previous records from two miles up were made by Michael. GEO. W. BULL.

NEWS IN GENERAL

QUAKERS GO TO SLEEP.

Philadelphia Quiets Down After the Excitement of the League Meet—Many Visitors Still in Town.

Philadelphia, Pa., Aug. 15.—The local cycling world has once more resumed its usual quietness. The excitement of the national meet is now over, the thousands of visitors have returned to their homes and all that now remains to remind the local cyclers of the greatest meet in the history of the L. A. W. is a few straggling out of towners who seemed loth to leave the city before taking in the sights, and the thousands of flags that still wave from hundreds of business places and private dwellings.

The headquarters of the Associated Cycling Clubs, where, for six months the work of preparation for the meet was carried on, still remain open and during the past week were the scene of much activity. All week hundreds of wheelmen, particularly the local element, who had overlooked the ceremony of affixing their names to the blanks that entitled them to the souvenir programme and medal were continually dropping in and the various committees were busy in furnishing information and in straightening out the affairs of the meet. The quarters will not be closed for some time yet, as it will take fully two weeks more before everything is straightened out.

Visitors Depart.

Monday and Tuesday witnessed the departure of a large majority of the visitors. After the week's programme in this city the wheelmen hugely enjoyed last Sunday's trip to the shore and some of them are still lingering by the sad sea waves.

The Indianapolis men were one of the first big parties to leave town. They left on a special train early Monday morning and fond indeed were the farewells that were witnessed as the train slowly pulled out of the Broad street station.

No delegation ever sent by the people of a large city to pave the way for securing such an important event as the national meet of the L. A. W. has made such deep impressions on the hearts of the cyclists in general as did the wheelmen who came from the inland metropolis to launch the cry for "Indianapolis in 1898." They made friends everywhere and won votes without even asking for them. They were not in the city twenty-four hours before the Pennsylvania division members had indorsed their city for next year and following soon after were the pledges of several New York delegates who promised their support and influence.

President Potter's Absence.

All the officials of the league were on hand and got among the rank and file, making themselves known and extending the glad hand with but one exception, that was Isaac B. Potter, a New York lawyer, who instead of honoring the meet with his presence, as would be expected of its chief executive, hied himself off to Europe in the employ of a New York paper. Mr. Potter was not at the meet and he was too far away to hear of the delightful roastings he received at the hands of the local papers. Everybody was loud in their denunciation of Mr. Potter's action. Even those who supported him in his fight for the presidency at Albany last year were angry and promised never to do so again, but the Philadelphia

delegation had the pleasure of knowing that they were against Potter and fought hard to defeat him. Probably that accounts for his failure to attend the meet.

One of the pleasing incidents of the meet was the gathering of the veterans. Over seventy-five new names were added to the Veterans' Association at the meet and the veterans' bar is now worn by nearly 200 wheelmen. The election of officers for the year resulted as follows: President, Abbot Bassett, Boston; vice-president, F. A. Tucker, Philadelphia; second vice-president, L. M. Wainwright, Indianapolis; treasurer, H. G. Rouse, Peoria; secretary, W. R. Pitman, New York.

Mott's Opinion of the Meet.

Chairman Mott is loud in his praises of the national meet and in a letter to Chairman Dimon, of the race meet committee, the racing board chairman congratulates the committee on its success. Mr. Mott also passes upon the conduct of the racing men and clears Al Weinig, the Buffalo rider, of any intent to ride crooked in the half-mile championship, a charge that was made by one of the competitors in the race. The letter to Mr. Dimon reads:

My dear Mr. Dimon: Having "caught up"—and if you knew what that meant you would congratulate me—I want to congratulate you and your committee on the race meet at Philadelphia in connection with the national meet. There never was an athletic affair in the world's history that was handled with the skill of this one, or one that was so universally stamped with public approval.

As chairman of the racing board it would be dereliction of my duty not to state the plain fact, that the handling of affairs connected with the racing was absolutely perfect, in strict conformity with the requirements and as such was a vindication that the rules of the past administration, which I had the honor to enforce, resulted in the greatest and most perfect bicycle race meet the world ever witnessed. But one racing man was warned for unfair riding and not one well-grounded protest was made.

Since the meet I have received but one

charge of unfair dealing, and that was in the case of pacemaking by Weinig in the half-mile on the 7th. You know the circumstances of his employment as a pace-maker, and how, under the peculiar conditions, the eye and the ear of the chairman was upon him from the moment he knew he was to pace to the finish, and how absolutely he was without the opportunity of collusion.

Nevertheless, I have burned up the wires in investigation, and the charge is absolutely without foundation. I also want to congratulate the racing men of the country, and the trainers and the managers in handling them, in that they have proved themselves to be true sportsmen, wherein all the sordid and the venal was totally lost sight of in the natural desire to excel in the grand amphitheater which Philadelphia enterprise furnished and under the admiring eyes of nearly 50,000 spectators. Yourself and your committee should be proud beings, and should you speak to me as we pass I shall consider it an honor conferred.

ALBERT MOTT.

SOUTH AFRICAN CYCLING.

The New Governor Takes an Interest in the Sport—One of Meintjes' Records Broken.

Cape Town, Africa, July 14.—There is every indication that the new governor of the colony intends to take an active interest in cycling matters. Sir Alfred Milner has been an active cyclist in England, and although he has not yet done any riding round the district since his arrival—he has had his time so full of more important matters—I hear that he often takes a spin on his wheel through the grounds of Government house. However, he has shown his interest in the sport by becoming a patron of the City Cycling and Athletic Club, and has promised to attend the annual ball of the club, to be held on the 30th inst. Several others from Government house will also attend, and the ball will certainly be one of the principal events of the Cape "season."

The club has worked its way upward, and while making every allowance for the majority of the members,

who naturally are not in a very exalted position, has managed to obtain a strong footing among the aristocracy of the district. The acting prime minister of the colony, Sir James Sivewright, is now president. Sir James has learned to ride, and although he does not have much time to indulge in the pastime, he treats the members of the club very handsomely when they visit his lovely domains, Hottentot Holland, about thirty miles from town.

Not Much Racing.

Very little racing has taken place the last couple of weeks. Pursuit racing has fairly caught on in Johannesburg and there is some talk of arranging a match between Griebenow and Connock. It is very doubtful, however, whether these two will be gotten together for such a race. A match between the James quad and the Raleigh triplet was a very exciting affair. The idea of not making the race of any definite distance, made it very exciting, but an awfully gruelling race for the competitors and it was only after a long struggle that any advantage was gained by either. About the fifth mile the triplet lost ground and the quad putting on a sprint, demolished the half lap separating it from the triplet. Then away both went for the finishing sprint, the triplet keeping ahead for several more laps. Both teams were baked, but the quad had a little in hand and after hanging behind for a mile or so managed to pass. The triplet was manned by three of the best racing men here, Griebenow, Fraser, and George, but the quad crew has had more practice together, and the steersman Nicholson, seems to command his crew to perfection. The first five miles were reeled off in a trifle over twelve minutes.

Attempts at Records.

There has been several attempts at records, but all proved unsuccessful

with the exception of the tandem, manned by George and Grey, a splendid pair, who succeeded in reducing the mile to 1:56. The previous record, 1:57 $\frac{3}{4}$, has stood for a couple of years, having been held by L. S. Meintjes and F. G. Connock. Meintjes appears to have quite given up racing and devotes all his time to the management of the Rudge-Whitworth agency in South Africa.

H. H. Fraser, paced by a quad, had a shot at the mile time recently, but eased up before the finish, no bell having been rung at the last lap. He had another try without resting, but the best he could do was 2:00 $\frac{1}{2}$.

The frontispiece this week was taken on Jubilee day, just outside Government house. The lady with the boquet, standing next to H. W. Clark, the captain, is Mrs. Hanbury Williams, wife of the imperial military secretary. As the governor is unmarried, Mrs. Hanbury Williams does the honors at Government house, usually undertaken by the governor's wife, and it was therefore considered a great honor to get her to judge the cyclists on Jubilee day. She is also a cyclist, and a member of the C. C. & A. C.

B. B. SNASHALL.

FAVOR A LANTERN LAW.

Sentiment Regarding the Carrying of Lights
Changes in Massachusetts Within
a Year.

Springfield, Mass., Aug. 16.--A vigorous agitation in behalf of a lantern law has been begun in this part of the state. The advocates of the measure claim that there has been a change of sentiment throughout the state, especially among wheelmen, since the refusal of the legislature a little over a year ago to pass a law making the use of lanterns by wheelmen obligatory. The constantly increasing number of wheelmen and a like increase in the number of acci-

dents after dark, they say, render a lantern law a necessity. The advocates of the proposed law have a large number of government backers.

Believes in Universal Lights.

A. H. Overman, of the Overman Wheel Co., said in an interview: "You can quote me as unreservedly in favor of lanterns. I always carry one myself. Their use should be made compulsory. All vehicles should be compelled to carry lights, as is done in Europe. In England your bicycle lamp must be lighted at sundown or you must roll your wheel. Men have no right to go pellmell through the darkness as they do. The more the matter is agitated the better."

Charles D. Rood, president of the Keating Wheel Co., has become a convert to the plan of a proposed lantern law. He is convinced that lanterns should be adopted by all who ride at night.

Three men whose names have long been familiar in racing circles—George M. Hendee, Louis H. Adams, president of the Springfield Bicycle Club, and D. Edward Miller, vice-consul of the Massachusetts division of the L. A. W.—also favor lanterns, though Mr. Miller would not regulate the matter by general statute. Such a law, Mr. Miller thinks, would not be enforced. Lanterns, he says, are liable to go out, and in such cases he considers that it is hardly fair to arrest a wheelman who is riding at any ordinary pace.

George M. Hendee favors a lantern law and would not exempt carriages. The increase of the class of riders who have no regard for the rights of other people makes a lantern law a necessity, he says.

Mr. Adams was greatly opposed to the lantern bill last year but now favors a law which would cover cities and certain districts. He would not favor a law which would compel a farmer's boy in a sparsely populated district to carry a lantern. He regards

lanterns as a positive nuisance to a rider, but thinks that scorchers have made them necessary.

Marshal McDonald, the head of the Springfield police department, favors lanterns as an element of safety but questions the advisability of placing too much bicycle legislation on the statute books. The recent New York bicycle regulations are absurd in some of their provisions, he says. The marshal thinks that there are comparatively few bicycle accidents in this state.

Arguments of the Opposition.

Those opposed to a lantern law say that the scorcher is equally dangerous with or without a lantern, since he can not be avoided even in daylight. They also assert, and with some show of reason, that if a lantern law were passed it would not likely be made to apply to other vehicles, which it should do in justice to all.

By a provision adopted by the legislature of 1894, cities and towns have no authority to regulate the use of bicycles, consequently any action which is taken in the matter will affect the whole state. The strong sentiment in favor of lanterns which has been manifested in Boston, Worcester, and other Massachusetts cities will undoubtedly result in the introduction of a lantern bill in the next legislature. Whether such a bill will become a law is of course a matter of speculation.

E. W. PENFIELD.

BANK HOLIDAY RACING.

**Several Successful Tournaments in England—
Tandem Records Smashed—The
Northern Camp.**

London, Aug. 7.—Last Monday, at Wood Green, S. F. Cody's cycle horse and variety tournament attracted a large crowd. The four-lap contest between eight cyclists and young Cody on horseback resulted in a win for Djakoff, the Russian rider.

Djakoff also beat Cody, standing on a couple of horses, by thirty yards in a two-lap race. R. P. Clark won the three-mile scratch, professional race in 7:35 $\frac{1}{2}$.

At the Crystal Palace, on the same day, C. G. Wridgway rode a match at fifty miles against S. Burge, who made his initial appearance as a professional. Wridgway won by over a mile in 1:47:50 $\frac{1}{2}$.

Bexhill on Sea was the scene of some good racing on bank holiday. A. C. Edwards secured the five-mile scratch race for professionals, and R. C. Knight won the mile professional handicap. F. T. Lickfold, of Putney, won the amateur scratch race for the De La Warr challenge vase. Grand Duke Michael, of Russia, a guest of Earl De La Warr, gave away the prizes.

The Sport and Play Meeting.

But by far the most important bank holiday meeting was that held by Sport and Play at Aston. As elsewhere, lovely warm weather prevailed, and a rare crowd assembled. Nossam, of France, beat F. W. Chinn by a yard in the one-mile race for professionals, first prize \$100. Macferson was third and Gascoyne fourth. Chinn, however, made amends by beating everybody in the quarter-mile time trial, flying start, his time being :26 $\frac{3}{4}$. Nossam was second. P. Winbolt, twenty-five yards, won the professional half-mile handicap.

On Tuesday another big programme was got through without a single hitch or accident, though in one race as many as nineteen started. Bradshaw, of Birmingham, 24 yards, defeated Chinn and Nossam, both on scratch, in the one-fourth-mile professional race. Chinn secured the half-mile professional scratch, beating Gascoyne by bare inches, Nossam a very hot third, and Macferson fourth. In the five-mile professional scratch race, Gascoyne landed a winner by his long sprint. Nossam was

second, Chinn third, and Pope fourth. Time, 13:04. J. S. West beat F. J. Burnand and H. W. Payne, in the ten-mile amateur scratch—the race with the field of nineteen.

A Twelve-Hour Contest.

Wednesday saw the start at eight a. m. of the twelve-hours' race for the Abingdon challenge vase. Paterson and Walters were the favorites, but the former retired at five and a half hours, leaving four men on the track, viz., Walters, Elijah Scott, W. B. Cressey, and E. Bradshaw. These finished in the order placed. Walters rode with scarcely a stoppage during the twelve hours and finished very strong and fresh with 270 miles, 1,405 yards to his credit. Record for the track stood at over 288 miles. Three thousand people witnessed the close of the race.

The Northern Camp.

The Northern camp at Bridlington has proved more successful than ever during the recent holiday. The London party was very numerous and carried off the attendance prize for the first time. Several other prizes, including one for the swimming race, won by Lacy Hillier, were brought back by the party.

On Thursday, at Putney Vélodrome, G. Lewin and F. Albone made the following new amateur times for a tandem:

Miles.	Time.	Miles.	Time.
1	2:00 $\frac{1}{2}$	*8	16:11 $\frac{1}{2}$
5	10:01 $\frac{1}{2}$	*9	18:15
*6	12:00 $\frac{1}{2}$	*10	20:20
*7	14:08 $\frac{1}{2}$	*New records.	

The previous best at six miles (13:54 $\frac{1}{2}$) was held by Weatherley and Rosser. The other previous figures to ten miles (21:41 $\frac{1}{2}$) were made by F. R. Goodwin and Prevost.

A very important appeal has been won by the Bristol Center of the N. C. U., the case being one in which a cyclist was violently pulled from his bicycle by a constable. The magistrate's decision in support of the

constable's action, has been reversed by the higher court.

Ponscarme, the ex-holder of the 100-kilometer amateur world's championship, is so dissatisfied with last Monday's race—in which he started but gave up—that he has challenged E. Gould, the winner, to race him again in France, on the Parc des Princes track. Ponscarme offers hospitality during Gould's visit, opportunities for training, choice of pacing, etc., and is evidently bent on attempting to defeat Gould in another race, if such a contest can be arranged.

C. W. HARTUNG.

WILL BE A HOT BATTLE.

The C. A. C. C. Carries the Fight Against the L. A. W. Into Oregon—First Meet Will Be Held August 14 and 15.

Portland, Oregon, Aug. 11—The battle between the California Associated Cycling Clubs and the League of American Wheelmen in this city is on and the fight will be a hot one, although the newly organized division of the C. A. C. C. had a fall in the first round. The local C. A. C. C. supporters have arranged a two days' meeting for the 14th and 15th of this month and many of the best riders in this state and California express their intention of riding. The L. A. W. people tried to block the game by making an effort to have both the local tracks refuse to go over to the C. A. C. C. side, and for a time it looked as if the old organization would be successful, but the owners of Portland oval were prevailed upon to rent their track to the C. A. C. C. promoters, thus giving the C. A. C. C. first blood.

Racing Men on the Fence.

The racing men, at least some of them, do not know "where they are at" regarding the two organizations. Some will doubtless stay with the L. A. W., but the majority of them will cast their lot with the California

Associated Cycling Clubs. Mr. Merrill, the leader in the secession movement in this state, has been promised by most of the riders that they will join the C. A. C. C., but some of the men who have promised Mr. Merrill one thing have promised other people other things, and it is hard to say on which side of the fence they will fall. The opponents of the C. A. C. C. are making every effort to stay the wave that seems to be sweeping them from racing control and are making all kinds of promises and threats to keep wheelmen from joining the new organization.

It has been rumored that the League of American Wheelmen representatives in this city are working to secure the control of the proposed six-lap indoor track that has been spoken of so often lately. In the event of their success in this line a powerful blow will have been struck against C. A. C. C. interests. It all depends, however, on the success of the first meet of the C. A. C. C. If the meet of August 14 and 15 is successful, the C. A. C. C. will secure the control of the track.

Interior Towns Interested.

The new C. A. C. C. leaders are receiving many letters from interior towns regarding the new organization and applications for membership are already coming in. McMinnville and Roseburg seem particularly active in this regard. It is proposed to appoint local consuls at once, so that the work of increasing the membership of the Oregon division of the C. A. C. C. can go ahead rapidly. Many of the best business men of this city have already sent in their applications and the success of the new organization seems assured at this writing.

Mr. Goodman, the L. A. W. representative, made a good play for the league when he appointed Portus Baxter, the sporting editor of the Seattle Post-Intelligencer, the handi-

capper for the state of Washington. In this way Mr. Goodman secured the services of a good man and also the support of Mr. Baxter's paper, and as the Post-Intelligencer is the principal paper in that city, the C. A. C. C. will have to make a hard fight to win.

Frank Raley, the official handicapper of the C. A. C. C., is very sanguine of the success of the organization he represents, and points with pride to the names of some of the members the associated clubs have secured. "Some of the best men in town," said Mr. Raley, "and there are others coming, and coming fast, too." S. B. V.

SENSATION IN WASHINGTON.

The Chairman of the State Racing Board
Resigns His Position to Go With
the C. A. C. C.

Tacoma, Wash., Aug. 10.—The sensation of the week in local wheel-dom was the resignation of Chairman E. G. Dorr, of the League of American Wheelmen racing board, and the announcement that he would in future devote his attention toward perfecting the Washington division of the California division of the California Associated Cycling Clubs.

The following statement from Mr. Dorr explains his action and gives a few of the incidents leading up to the organization of a local body to control racing:

In the first place conditions here are different from those in the east. What is to be condemned there is all right here in some instances. Sunday racing there is attended by the worst class of people, while here the best people patronize Sunday amusements. The eastern rules of course prevailed here, and this caused much complaint, as well as poor attendance at the meetings during week days, when all are busy with their business matters. California riders were the first to go out, now Portland has followed suit and we here are doing likewise. The fact is we are too far from the center of the L. A. W. to be properly governed by its rules, which are largely

applicable to eastern places only. Conditions here are altogether different in the matter of racing, and by the coast riders associating and forming an independent organization much better results can be obtained.

Then again we have never been able to get just recognition from Chief Officer Goodman at Portland. He is a nonresident and not in touch with affairs in the Washington division. The new club has sent its first list of twenty-five members to the California Associated Cycling Clubs and it will become a part of that aggregation. It has been organized by the dealers and riders most interested in racing, and will prove a marked improvement over the old racing board. We did all we could in the past, but were constantly hampered, and the fact that Sunday racing was prohibited made it almost impossible to get a fair attendance at our meets.

I have resigned only as an official, and shall retain my membership in the L. A. W., if I am not expelled. The fair ground track has been secured for the first meeting, and barring accident the meet will be the greatest ever held in this state.

The New Organization.

The new organization, the Tacoma Race Promoters' Association has secured the Pierce County Fair Association track and work is being pushed night and day to get the course in readiness for the opening meet under the new regime. When the track is completed it will be the fastest course in the northwest. There will be a two-days' meet about the end of this month, probably the 21st and the 22d, and all the best riders in the northwest and many of the best men from California will compete. Otto Ziegler, the coast champion, will be here as will Allan Jones, Hardy Downing, Howard Freeman, Dan Whitman, Percy Mott, and Johnny Wing. The last two named are amateurs and have secured the necessary sanction to race outside their own state. To this list of riders from California will be added the best men in Washington, Oregon, and possibly British Columbia, though the C. A. C. C. has not yet extended over the Canadian line, but the prospects are

that it will not be long before the Canadians will take a hand in the game under C. A. C. C. sanction.

S. B. V.

MARRIED BY ACCIDENTS.

An Official Throws the Field in the Professional Handicap at the S. B. W.'s Meet.

New York City, Aug. 14.—The annual meet of the South Brooklyn Wheelmen was held here today on the Manhattan Beach track. One thousand people attended the races. A heavy gale was blowing up the homestretch and the times made in the races were above the average for windy days.

Numerous falls occurred during the running of the races. In the final of the one-mile handicap, professional, the riders had just crossed the tape for the second lap, and were riding at a swift gait, fighting for positions for the finish, when C. J. Obermayer stepped out on the track to kick off a frog. L. P. Callahan, who was near the pole, struck him in the back and fell. J. E. Walsh fell over Callahan and Charlie Murphy fell over both, lighting on his hip. Murphy lay on the track as one dead. He was picked up and carried away and could not ride again. His injuries will keep him off the track for awhile.

In the third heat of the two-thirds-mile professional, Joe Harrison fell as the men swung into the turn for the finish and dislocated his shoulder. Many other falls occurred in the amateur ranks, but no one was seriously hurt.

Long Markers Win.

Fifteen men started in the professional mile handicap. F. A. McFarland and Fred Loughhead were on scratch. "Major" Taylor, 15 yards, Titus, 30 yards, and Murphy, 40 yards, were the back-mark men. Three distinctive bunches were formed in the first lap. On the second lap, Loughhead closed the gap

with the middle bunch. Entering the homestretch, McFarland came up on the outside to the front. Murphy, Callahan, and Walsh were on the pole. Just as the men crossed the tape, Obermayer stepped out on the track in front of the riders and a fall resulted. Loughhead, McFarland, Taylor, and Titus had swerved to the outside of the track as the fall occurred and were cleared, otherwise the whole field would certainly have come down. The fall slowed up the field and the limit men, and the limit men saw their opportunity to win and took it. F. J. Jenny, from the 60-yard mark, won by half a wheel from J. B. Smith, 115 yards. Sibley, from the 150-yard mark, was third. The time was 2:09 $\frac{1}{2}$.

Easy for Loughhead.

The two-thirds-mile professional brought out the cream of the meet. Sanger, Loughhead, Stevens, McFarland, Taylor, and Titus had qualified in the preliminaries. C. S. Henshaw was put in to pace. At the start, Taylor caught the pace. Stevens went round and dropped into second place, with Loughhead following close behind. Titus, McFarland, and Sanger followed. Stevens went up and around Taylor on the backstretch to the front. McFarland had come up and was on the rear wheel of Stevens. Loughhead forced McFarland out, and coming round the lower turn McFarland had to drop back and was out of the race. Coming into the homestretch Stevens worked hard. Loughhead came up through the center of the track and passed Stevens twenty yards from home. Taylor followed Loughhead through and gained second position. Stevens and Sanger fought for third place, the former winning out by a tire's width at the tape. Titus was fifth a good length back. Titus made a protest, claiming third position. The judges had caught Sanger fourth, but they seemed a little doubtful about

Stevens third. After a little "pow wow" Titus was placed into third position and Stevens was put into fifth place. Stevens made a protest against such rulings, but they were fruitless. This was the first protest that Stevens has made on the track this season, and he had good cause to make it. The time of the race was 1:28 $\frac{1}{5}$.

Walter Sanger and W. W. Hamilton will ride a pursuit race from one to twenty-five miles against any two riders in the country. They issue this challenge and hope some one will take them up. A side bet will be put up to suit the other party, the race to be ridden on any track or wherever desired and at any time.

Summaries.

One-mile novice—LeRoy See, first; J. Leyers, second; H. C. Boardman, third. Time, 1:19.

One-mile, amateur—O. V. Babcock, first; R. A. Miller, second; A. M. Curtis, third. Time, 2:29 $\frac{3}{4}$.

Two-mile handicap, amateur—F. W. Rich, 30 yards, first; W. C. Culbertson, 50 yards, second; A. M. Curtis, 15 yards, third. Time, 4:42.

One-mile tandem, amateur—R. A. Miller and O. V. Babcock, first; H. Y. Bedell and W. E. Mosher, second; T. Admitz and H. B. Cashell, third. Time, 2:18.

One-mile handicap, professional—F. J. Jenny, 60 yards, first; J. B. Smith, 115 yards, second; W. K. Sibley, 150 yards, third. Time, 2:09 $\frac{3}{4}$.

Two-thirds-mile, professional—Fred Loughead, first; "Major" Taylor, second; Fred Titus, third; W. C. Sanger, fourth; O. L. Stevens, fifth. Time, 1:28 $\frac{1}{5}$.

F. ED SPOONER.

INDIANA DIVISION MEET.

Terre Haute, Ind., Aug. 10.—The attendance at the first day's races of the division meet today exceeded the largest crowd ever seen at a state meet. The weather was ideal and the track in excellent condition.

Summaries.

One-mile novice—Braman, first; Biel, second; Ketcham, third. Time, 2:26.

Quarter-mile state championship—Hulman, first; Rose, second; Pfeffer, third. Time, .33.

One-mile, professional—Wilder, first; David, second; McKeon, third. Time, 2:20 $\frac{1}{4}$.

One-and-one-eighth-mile handicap, amateur—Lavin, scratch, first; Gordon, 25 yards, second; Pfeffer, 50 yards, third. Time, 3:05.

Half-mile state championship—Hulman, first; Dronberger, second; Stone, third. Time, 1:08.

Half-mile open, amateur—Lavin, first; Watson, second; Ferguson, third. Time, 1:04 $\frac{1}{2}$.

Two-mile state championship—Dronberger, first; Hulman, second; Stone, third. Time, 4:58 $\frac{3}{4}$.

Five-and-one-fourth-mile handicap—Stewart,

350 yards, first; David, scratch, second; Dupre, 75 yards, third; Becker, scratch, fourth. Time 12:46 $\frac{3}{4}$.

The Second Day.

Terre Haute, Ind., Aug. 11.—The Indiana division meet closed tonight, and in every respect was the most successful Hoosier meet ever held. The Wabash Cycling Club, under whose auspices the meet was held, cleared at least \$1,000 on the races, a thing unheard of at Indiana division meets. The feature of the meet, from a racing standpoint, was the work of Anton Hulman, son of a Terre Haute wholesale grocer. Ten years ago Hulman carried away all the state championships on an ordinary. Since then he has remained off of the track, but for some weeks he has been training on his farm near Terre Haute. The result has been that he carried away the quarter, third, half, and five-mile championships of the state, and took second in the two-mile.

Every one is praising the Wabash Cycling Club for the excellent entertainment furnished during the meet. Runs were made to Harrison park, Old Fort Harrison, and other points of interest about the city, and an all-night smoker and a reception assisted in the festivities.

Summaries.

One-third-mile, state championship—Hulman, first; Dronberger, second; Bushman, third. Time, :51 $\frac{3}{4}$.

Half-mile, professional—Thome, first; Wilder, second; McKeon, third. Time, 1:02 $\frac{3}{4}$.

Two-and-one-quarter-mile handicap, amateur—Kolb, 135 yards, first; Morrison, 150 yards, second; Tutt, 250 yards, third. Time, 5:21.

Two-and-one-quarter-mile handicap, professional—Thome, scratch, first; McKeon, 40 yards, second; Parish, scratch, third. Time, 5:18 $\frac{3}{4}$.

One-mile open, amateur—Watson, first; Dronberger, second; Lavin, third. Time, 2:24 $\frac{1}{4}$.

Half-mile open, amateur—Lavin, first; Watson, second; Buschman, third. Time, 1:04 $\frac{1}{2}$.

Five-mile, state championship—Hulman, first; Dronberger, second; Arch Ferguson, third. Time, 13:11.

M. S.

THE OXFORD'S COASTING CONTEST.

Springfield, Mass., Aug. 16.—Between 800 and 1,000 people witnessed the coasting contest of the Oxford Cycle Club of Chicopee Falls, on Pumping Station hill Thursday after-

noon. The course was in perfect condition at the start, but a slight shower in the middle of the contest and an intermittent breeze which undoubtedly favored certain riders caused some dissatisfaction among those who failed to finish in as good positions as they had hoped to. Otherwise the contest was an entire success.

R. M. Alden, of Chicopee Falls, won first prize, a gold lined silver trophy. He rode a Spalding wheel with Spalding & Pepper tires and coasted 3,481 feet, J. E. Whittlesey finished second with 3,478 feet to his credit. Whittlesey and the next five men rode Victors. There were about fifty starters, the distances covered ranging from 2,350 feet to 3,481 feet. The contest was noteworthy on account of the character of the entries. Potter who finished seventh, won first prize at Syracuse last fall; Tully has carried off two firsts at Cottage City and Woodward is the winner of the New York Athletic Club's contest. Whittlesey, who finished second, has taken good places in numerous similar events. Halley, who won the recent Waltham coasting contest, and finished first in the gilt-edged Massachusetts event last year was badly distanced, covering but 2,888 feet.

The Victor representatives protested Alden, who, they claimed, had been advanced several feet by contact with one of the scorers. A spirited argument took place between the referee, D. Edward Miller, of the Springfield Bicycle Club, and the Victor and Spalding people, at the close of which Mr. Miller decided not to allow the protest.

The Results.

Po.	Name.	Wheel.	Dis.
1—	R. M. Alden	Spalding	3,481
2—	J. E. Whittlesey	Victor	3,478
3—	R. A. Greene	Victor	3,462
4—	W. H. Fimm	Victor	3,066
5—	W. A. Shockley	Victor	3,008
6—	E. P. Bent	Victor	2,959
7—	G. L. Potter	Victor	2,949
8—	W. E. Fortier	Spalding	2,944
9—	I. G. Perry	Spalding	2,941
10—	H. A. Woodward	Humber	2,936

Po.	Name.	Wheel.	Dis.
11—	T. F. Tully	Victor	2,927
12—	J. McNeish	Victor	2,924
13—	T. A. Sharp	Orient	2,922
14—	Clarence Fay	Victor	2,921
15—	R. C. Thurwachter	Victor	2,916
16—	A. G. Markham, Jr.	Victor	2,913
17—	W. H. Minie	Spalding	2,909
18—	P. Van Derpole	Industrial	2,906
19—	W. S. M. Mead	Spalding	2,900
20—	W. D. Sandelands	Spalding	2,894

E. W. P.

THE KANSAS CIRCUIT.

Topeka, Kan., Aug. 16.—C. C. Claudy, of Topeka has filed a protest against the manner in which the Topeka Athletic Association Wheelmen conducted the state circuit bicycle races in this city, August 7, the last day of the meet here. Claudy alleges that the races were run in violation of the rules and he has presented the matter to W. I. Doty, the member of the national racing board in charge of this district, located at Denver.

Claudy's complaint is based upon the fact that the promoters of the races had W. W. Webb, ex chief consul of the division, referee the races without permission from the member of the national racing board. Chairman Irwin, of the state board, was expected to referee, but when he did not arrive Secretary Hickerson called upon Mr. Webb to act in that capacity. As he is not a member of the racing board and is not empowered to referee races unless so authorized by Mr. Doty, upon application, Claudy alleges that the club indulged in a flagrant violation of the rules in securing Mr. Webb's services.

The summaries on the Kansas state racing circuit during the past week were as follows:

At Wamego.

One-mile open, amateur—Conover, first; Maule, second; Dunken, third. Time, 2:21.
One-mile open, professional—Cummings, first; DeCardy, second; Banks, third. Time, 2:17½.
One-mile, 2:50 class, amateur—J. W. Felix, first; Forbes, second; Hale, third. Time, 2:55.

At Salina.

One-mile novice—Myers, first; Muench, second; Mack, third. Time, 2:33½.
One-mile handicap, professional—Fowle, 100

yards, first; Winesett, 20 yards, second; Hofer, 60 yards, third. Time, 2:07½.

One-mile open, amateur—Maule, first; Pollard, second; Conover, third. Time, 2:28½.

One-mile open, professional—DeCardy, first; Himstreet, second; Cummings, third. Time, 2:09.

One-mile handicap, amateur—Gordon, 95 yards, first; Felix, 95 yards, second; Conover, 20 yards, third. Time, 2:17½.

Two-mile handicap, amateur—Pollard, 30 yards, first; Conover, 15 yards, second; Felix, 60 yards, third. Time, 5:11½.

Three-mile handicap, professional—Hofer, 80 yards, first; McCall, 45 yards, second; Oudkirk, 65 yards, third. Time, 6:59½.

Second Day at Salina.

One mile open, amateur—Maule, first; Conover, second; Felix, third. Time, 2:06.

One-mile open, professional—Himstreet, first; Hofer, second; Cummings, third. Time, 2:06½.

Three mile handicap, professional—DeCardy, scratch, first; Fowle, 85 yards, second; Oudkirk, 45 yards, third. Time, 7:10.

One-mile state championship, amateur—Felix, first; Hendricks, second; Pollard, third. Time, 2:23½.

Two-thirds-mile open, professional—DeCardy, first; Oudkirk, second; Himstreet, third. Time, 1:26½.

Two-mile handicap, amateur—Maule, scratch, first; Conover, 10 yards, second; Amrine, 80 yards, third. Time, 4:59.

One-mile tandem, professional—Banks and Paquette, first; Fowle and Sager, second; McCall and Eberhardt, third. Time, 2:06.

At Council Grove.

One-mile handicap, amateur—Maule, first; Conover, second; Amrine, third. Time, 2:24.

One-mile, professional—DeCardy, first; McCall, second; Himstreet, third. Time, 2:18.

Two-mile handicap, professional—Woodlief, 100 yards, first; Hofer, 50 yards, second; Sager, 125 yards, third. Time, 4:37½.

One-mile tandem, amateur—Maule and Conover, first; Forbes and Felix, second; Amrine and Dunken, third. Time, 2:15½.

Three-mile handicap, amateur—Maule, first; Conover, second; Amrine, third. Time, 8:10.

At Emporia.

One-mile open, amateur—J. A. Conover, first; E. P. Maule, second; H. B. Amrine, third. Time, 2:11½.

One-mile, professional—A. McLain, first; R. P. Rice, second; William DeCardy, third. Time, 2:22½.

Two-mile handicap, amateur—J. A. Conover, first; E. P. Maule, second; E. A. Stairbaird, third. Time, 4:59½.

Two-mile handicap, professional—W. F. Sager, first; I. F. Boyum, second; R. P. Rice, third. Time, 4:36.

Five-mile handicap, amateur—E. S. Stairbaird, first; I. M. Felix, second; H. B. Amrine, third. Time, 13:52½.

C. W. B.

A NEW JERSEY TRACK.

Merchantville, N. J., Aug. 15.—Jersey's cycling fraternity and a large number of Philadelphia cracks gathered here today to witness the opening meet on the new track. More than 3,000 persons were in attendance and although professional events were

eliminated from the programme, the amateurs furnished all the excitement the cycle cranks could ask for. The one-mile scratch race for the championship of Gloucester, Camden, and Mercer countries was of most interest to Jersey riders. Six men qualified in the two preliminary heats for the final George Van Heest, of Gloucester, won the championship after a close finish with Oliphant, of Camden, second.

H. G. Gardiner, of Philadelphia, easily carried off the honors of the day by winning the mile and five-mile handicap events. The latter was a hard race to win. There were so many starters that two preliminary heats had to be run off and sixteen men qualified for the final. Gardiner finished third in his first heat. In the final Zimmerman was on scratch, while Gardiner started from the 50-yard mark. Zimmerman caught Gardiner on the second lap and the two then alternated at setting pace with the result that they rapidly gained on the limit men and were up with the leaders in the first lap of the fifth mile. In the stretch Gardiner proved strong in the sprint and beat out Zimmerman by five feet. In the mile handicap Gardiner and Zimmerman were almost neck and neck near the tape, but a couple of good jumps gave the race to the former by a few inches.

Summaries.

Five-mile handicap—H. G. Gardiner, 50 yards, first; John Zimmerman, scratch, second; R. J. Bond, 200 yards, third; H. Klagholz, 150 yards, fourth. Time, 14:29.

One-mile open—G. V. Van Heest, first; H. G. Gardiner, second; W. H. Cressey, third. Time, 2:39½.

One-mile handicap—H. G. Gardiner, 20 yards, first; J. Zimmerman, scratch, second. Time, 2:23½.

One-mile tri-county championship—G. V. Van Heest, first; L. Oliphant, second; A. L. Matlark, third. Time, 2:50½.

G. M. D.

FIGHT OVER CYCLE PATHS.

Philadelphia, Pa., Aug. 16.—The cycle paths on Broad street, between Vine and Spring Garden streets, which were opened during national

meet week, are just now the cause of a hot fight between the wheelmen on one side and the other classes of vehicles on the other. It seems that since the completion of the paths, which run parallel with the curb on both sides of the street, drivers of wagons and other vehicles have found the paths much easier riding than the rough Belgian blocks and cobblestones, with the result that the cyclers have practically been crowded off. A great hue and cry was at once raised by the wheelmen against the imposition and complaint lodged with the police department and bureau of highways, but both seem powerless in the matter and are trying to devise some means out of the difficulty. Under the law all vehicles have equal rights, and while teamsters and drivers should show a more kindly spirit to the cyclers, they are protected by the statutes and up to the present time are enjoying a good thing.

So crowded are the paths that a wheelman jeopardizes his life to ride on them. Being about six feet wide there is just room enough for the largest wagons and carriages and any cyclers attempting to ride are crowded out. Several cyclers have already been run down, and although not seriously injured, two of them had their wheels smashed to bits. One rider was coming south on the west path last week when a carriage deliberately ran him down. The rider was coming at an easy pace when a carriage drove up behind him. The driver shouted to him to get out of the way and the wheelman paying no attention to the demand was deliberately run down, his wheel was broken and he himself badly bruised.

Just how matters will be adjusted would be hard to determine, but the city officials hold the Associated Cycling Clubs responsible for the trouble, as they deemed it advisable to build the paths in the center of the street. The A. C. C. wanted them

next to the curb, however, and are now suffering in consequence. Had the paths been laid in the middle of the street, the police could have kept everybody off save the wheelmen. G. M. D.

KILLED A SPECTATOR.

Amherstburg, Ont., Aug. 12.—The races here this afternoon, witnessed by a gathering of about 2,500 people, were very good, although a ten-year-old colored boy was killed in the final heat of the novice. Fauquier, of Windsor, won the heat, and the boy who was attending him threw his blanket at him when he rode by. The blanket slipped off his back and got tangled up with the back wheel, which stopped him very suddenly. The other contestants, coming immediately behind him, had to swing wide, and one of them ran into the crowd and struck a small boy, killing him. A. W. Yearsley, of Windsor, fell in the two-mile open, that being the only fall during the races.

John Shaffer, of Detroit, rode an exhibition half-mile, paced by the Law brothers on a tandem, in 1:01½, which was a very creditable performance, considering the track, an unbanked, dirt, half-mile horse track.

Summaries.

One-mile novice—W. Fauquier, first; T. J. Stonehouse, second; Thomas Turnbull, third. Time, 2:43.

One-mile, 3:20 class, local—B. Fox, first; G. Massey, second; H. Botsford, third. Time, 2:46½.

One-mile open, amateur—C. S. Porter, first; John Shaffer, second; C. L. Lamson, third. Time, 3:02½.

Two-mile open, amateur—C. S. Porter, first; John Shaffer, second; C. L. Lamson, third. Time, 5:34½.

Five-mile open, amateur—C. S. Porter, first; John Shaffer, second; C. L. Lamson, third. Time, 14:31.

R. B. J.

KRICK LANDS TWO FIRSTS.

Bloomsburg, Pa., Aug. 15.—Over 4,000 persons witnessed the third annual amateur meet of the Bloomsburg Wheelmen yesterday. It was one of the most successful meets ever held in the interior of the state, and

in addition to favorable weather and a fast track, the racing was of a high order. C. M. Krick, of Reading, carried off the honors by winning three of the five events. In the mile open he had things pretty much his own way, but in the three-mile handicap he had to ride a hard race. In this event, Krick was alone on scratch, his nearest man being Stewart on the 30-yard mark. At the pistol, Krick sprinted out at a terrific rate and succeeded in catching Stewart's rear wheel on the backstretch of the first lap. The two men then plugged away for the next two miles, and in the second lap of the last mile caught up with the procession. In the stretch, Krick found himself in a pocket, riding seventh, but when near the tape he broke through on the outside, and by dint of jumping beat out Stewart by a foot, with Van Valkenburg a close third. In the half-mile open, Krick qualified for the final, but dropped out on the second lap.

Summaries.

Half-mile open—R. V. White, first; C. E. Coleman, second; Earl Bovee, third. Time, 1:21½.

Two-mile lap race—C. W. Krick, first; E. L. Van Valkenburg, second; C. G. Stewart, third. Time, 5:04½.

One-mile handicap—G. Harry, 90 yards, first; C. E. Coleman, 35 yards, second; H. C. Jewell, 80 yards, third; W. L. Fulmer, 80 yards, fourth. Time, 2:20½.

One-mile open—C. W. Krick, first; C. G. Stewart, second; E. L. Van Valkenburg, third; J. S. Kimble, third. Time, 2:28¾.

Three-mile handicap—C. W. Krick, scratch, first; C. G. Stewart, 30 yards, second; E. L. Van Valkenburg, 100 yards, third; Frank Ratchford, 175 yards, fourth. Time, 7:20½.

G. M. D.

EATON AND TITUS WIN.

Harrisburg, Pa., Aug. 12.—Jay Eaton and Fred Titus were the stars at the night meet of the Harrisburg Cycling Association last night. Eaton rode in magnificent form and in the two events in which he started easily gained first place. In the mile open nine men lined up for the final heat. Eaton started from the extreme outside and was not heard from until the last lap. Then he made one of his famous sprints and leaving the

bunch romped across the tape a winner by a length, with Fred Sims second.

Eaton started from scratch in the mile handicap, and at the pistol got a fast start. In the backstretch he caught up with Aker, the 25-yard man, and by hard plugging the two succeeded in catching the bunch on the second lap. In the sprint up the stretch, Aker and Eaton had the race to themselves. A close finish resulted, but the Jerseyman was the stronger of the two and beat Aker by a wheel.

Fred Titus rode splendidly in the five-mile handicap. Starbuck was on scratch, while Titus started from the 50-yard mark. The New Yorker rode alone for a couple of miles gradually overtaking the field. After this he had everything his own way and won handily. His time was 11:34½, within one second of the state record.

Summaries.

One-mile open, professional—Jay Eaton, first; Fred Sims, second; F. J. Titus, third. Time, 2:12½.

One-mile handicap, professional—Jay Eaton, scratch, first; E. S. Aker, 25 yards, second; Fred Sims, 50 yards, third. Time, 2:14.

Five-mile handicap, professional—F. J. Titus, 50 yards, first; F. F. Goodman, 100 yards, second; C. Turville, 250 yards, third; W. Sims, 125 yards, fourth. Time, 11:34½.

One-mile open, amateur—W. A. Lantz, first; C. G. Stewart, second; George Ellinger, third. Time, 2:33¾.

Five-mile handicap, amateur—C. G. Stewart, 50 yards, first; E. S. Yonse, 100 yards, second; G. Fenstermacher, 300 yards, third. Time, 13:56.

G. M. D.

DETROIT ON THE CIRCUIT.

Detroit, Mich., Aug. 16.—John L. Karney, who this year traveled for the Monarch company in Michigan, and was formerly with George Hilsendegen, has been appointed manager of the Detroit cycle track. Manager Karney announces the appearance of Jimmy Michael for August 28, when he will try for the one and five-mile paced, flying start, record. There was some talk of a match race between Loughead and Bald on the same day, but this has been

abandoned. On Labor day there will be a one-mile novice, amateur half-mile open, a mile race, open only to policemen, firemen, and postmen; professional one-mile open, and an amateur five-mile pursuit race between two teams of four men each, captained by Fred Joseph and Charlie Porter. Sanction has been received from Chairman Mott for two dates on the National circuit, October 1 and 2.

R. B. J.

CINCINNATI'S NEW BOULEVARD.

Cincinnati, Ohio, Aug. 16.—The new avenues extending through the suburbs of the city are about completed and in the near future will be ready for use. The commissioners have determined to give the wheelmen great liberty upon these avenues and to keep the roads in good condition. They have placed many restrictions upon the use of the avenues, the chief one for the benefit of wheelmen being that no wagon with a tire less than three inches, and in certain cases four inches, will be allowed upon them. The provisions of this restriction are taken verbally from the proposed wide tire law which the wheelmen will introduce into the next session of the Ohio legislature.

Fighting Wet Streets.

The suit of Jessie M. Oliver against the city of Cincinnati, which will be called this week in the squire's court, will test the power of the city to issue licenses to street sprinklers or rather, will test the liability of the city for the wet streets. The accident complained of occurred several months ago, before the dry-strip ordinance was passed, and the plaintiff will prove that if the dry-strip ordinance had been then in force the accident complained of would not have happened. This, it is understood, will go hard against the city. The outcome of the suit is awaited with much interest by the local wheelmen,

and should the plaintiff recover damages many similar suits will be entered.

Ohio Passes Illinois.

The local L. A. W. members are happy, as next week the Ohio division forges ahead of the Illinois division in point of membership. Last spring the Illinois division was over 1,000 members ahead of Ohio, and this large lead has been due to the services rendered to the division by Chief-Consul Kempton, of this city. By passing Illinois, Ohio is now the first division west of the Alleghanies, and the fifth largest division in the league.

One of the largest road races given in this city will be on Labor day between Hamilton and this city with the finish on the Chester park track. It will be given under the joint auspices of the Commercial-Tribune and the cycle board of trade, and the prizes given will be the largest ever offered in this city. C. F. W.

ZIM AT ST. LOUIS.

St. Louis, Mo., Aug. 14 —The Zimmerman meet given by the United Wheeling Clubs of this city drew about 4,000 people. The weather was fine and track in good condition. The meet was held at the South Side park track.

The only drawback to a good afternoon's sport was a decision of Referee J. B. Sheridan, in the professional mile open. The race was paced by E. C. Shultz on a single, and as he was dropping the bunch on the turn he swung wide instead of holding the pole and Cabanne was carried wide also. He then made complaint to Referee Sheridan that he didn't have a fair show. So Sheridan ordered the race run over. E. E. Anderson, Coburn, and Rice finished in the order named in the first race. Coburn and Rice rode the race under protest, but Anderson refused to get up. Coburn won the run over with

Cabanne second, Rice third. Cabanne rode around the track after the race and the grand stand hussed him.

In the two-mile handicap, professional, Cabanne was on scratch, and every time he passed the stand they hooted at him.

Champion A. A. Zimmerman rode two very nice exhibitions—a half in :56 and a mile in 1:57%.

Hatterslee carried off the honors in the amateur events. The St. Louis C. C. won the inter-club race, having 20 points.

Summaries.

One-mile novice—Gilliam, first; Bechistobill, second; Schreiner, third. Time, 2:25%.

One-mile open, professional—Anderson, first; Tom Coburn, second; Rice, third. Time, 2:11%.

Run over—Lou Coburn, first; Cabanne, second; Rice, third. Time, 2:13%.

One-mile open, amateur—Hatterslee, first; Jake Weidner, second; Frank Costello, third. Time, 2:11%.

Half-mile exhibition—A. A. Zimmerman. Time, :56.

Two-mile handicap, professional—Bert Harding, 135 yards, first; Stade, 125 yards, second; Coburn, 90 yards, third; Rice, 50 yards, fourth. Time, 4:41%.

Two-mile handicap, amateur—L. O. Gilliam, 230 yards, first; Bechistobill, 245 yards, second; White, 85 yards, third. Time, 2:35%.

Exhibition mile—A. A. Zimmerman. Time, 1:57%.

Two-mile club race—St. Louis C. C., 20 points, first; Kenneths, 14 points, second.

R. P. RICE.

RACED FOR CHARITY.

Galveston, Tex., Aug. 6.—The electric light races given by the Galveston racing men for the benefit of several charity institutions drew a good crowd. Sixty dollars worth of prizes for the amateurs had been donated by local merchants, and some spirited riding was the result.

The races were uneventful with the exception of the three quarter-mile amateur, for which a new state record of 1:38 was established by W. G. Hutchins. The previous record of 1:38½ was formerly held by Taliaferro, of Dallas, now a professional. Hutchins won all the amateur events easily.

Fair time was made, considering a strong gale that was blowing throughout the entire evening. In the one-mile professional Miller and

Sgitcovich collided shortly after leaving the tape. Sgitcovich mounted another wheel and continued the race, securing second to Miller.

M. C. H.

ITALIAN CRACKAJACKS COMING.

New York City, Aug. 16.—“Senator” Morgan, of this city, is in receipt of a letter signed by Eros, the noted Italian crack, in which he negotiated for the entry of his team mates, Momo, Singrossi, and Gorla, together with himself, for the coming \$2,000 Quill Club handicap, to be held next month at Manhattan Beach.

Eros also speaks about the possibility of the Italian cracks entering into match races with American stars, and wants the “Senator’s” opinion on the subject as to whether arrangements to this effect would likely take place. Mr. Morgan’s reply is now in the postoffice of some ocean greyhound, and it carries the information to Mr. Eros, who is at present in Paris, that his offer to come over will be accepted in case he and his comrades can show a clean bill of health.

J. H. W.

POPULAR AMONG THE SWELLS.

Newport, R. I., Aug. 16.—The bicycle craze which obtained such proportions among the swells last season is again prevalent this year. Between three and six in the afternoon all Newport, that is, the fashionable part, is literally awheel. Motor carriages are coming into vogue and are likely to be seen on Newport’s unsurpassed roads in increasing numbers in years to come. Bicycle agencies are numerous and have done a good business this year, although of course a majority of the summer colony bring their wheels with them. Wheels require repairing at Newport, however, as well as elsewhere, and the repairman is not complaining. The man who can get into the graces of a few society leaders to the extent of making them believe that he can

teach more easily than any one else the mysteries of learning to ride is another individual who is sure of a "soft thing" for the season.

Miss Virginia Fair, a millionaire heiress, is one of the most striking of the women bicyclists seen on the Bellevue avenue boulevard. Chauncey Depew, it is reported, is also learning to ride. E. W. P.

BLACK EARTH MAN WON.

Madison, Wis., Aug. 16.—The annual Madison Sun Prairie road race was run Saturday and was won by W. R. McKenzie, of Black Earth, who had a handicap of six minutes. He rode the course in 36:30. The time prize was won by J. M. Quilty, of Sun Prairie, from scratch. Quilty covered the twelve miles in 32:34. Joseph Dolister, of Burlington, took second time from scratch. The contestants rode against a strong wind and a heavy road and the time made by the scratch men was fast, considering the disadvantages. O. H. M.

STARBUCK AND LESNA MATCHED.

Boston, Mass., Aug. 11.—Dixie Hines, manager of Frank Starbuck, of Philadelphia, and Raymond Pogonon, manager of Lucien Lesna, the '96 champion of Europe, today signed articles of agreement for an unlimited paced match race at Charles River park, August 28, for a \$1,500 purse put up by the park manage-

ment, the winner to take all. The distance will be twenty-five miles and each of the managers deposited \$250 as a guarantee for the appearance of the riders. This race will attract attention all over the country, and followers of the sport in Europe will be interested, as both men have won races of international note.

G. W. B.

JOHNNY WAS TOO SLOW.

Philadelphia, Pa., Aug. 15.—At the annual race meet of the Norristown Wheelmen, at Norristown, yesterday, John S. Johnson, who was down as the star, tried for the half mile state record, but failed, his time being :59½. Johnson had good pacing, but the wind was against him and the track was not in the best of condition.

The real feature of the day was the riding of Walter Trott in the amateur events. Trott won both the half-mile and mile opens in easy style, but in the handicap he was so badly handicapped that it was impossible for him to catch the limit men and he failed to get a place.

Summaries.

Half-mile open, amateur—W. M. Trott, first; W. J. Trimm, second; H. J. Charters, third. Time, 1:23½.

One-mile open, amateur—W. M. Trott, first; Charles Turville, second; H. J. Charters, third. Time, 2:34½.

Two-mile handicap, professional—F. B. Airhart, 200 yards, first; W. A. Wenzel, 150 yards, second; F. B. Marriott, 100 yards, third. Time, 4:34½.

Two-mile handicap, amateur—W. A. Thomas, 175 yards, first; E. J. Lyons, 225 yards, second; A. Remert, 225 yards, third. Time, 4:50.

G. M. D.



STANDING OF THE STARS

Kiser Gains the Top of the Thermometer for One Day—Bald in the Lead Again—Cooper Drops to Fifth Place—Poor Showing Made by Loughead—Circuit Races of the Week

New York City, Aug. 17.—E. C. Bald still proudly floats his banner at the top of Bearings' percentage thermometer. Earl Kiser has advanced slightly from his second base position and threatens to crowd Bald from his proud perch. The wings of Bald are still intact, however, but the baseball man is dangerous. Kiser was at the top of the thermometer for one day this past week. He gained the lead after the rank work of the stars at Wilkesbarre, but failing to ride at Newark, lost his position when Bald won out in the mile open and beat Cooper from scratch in the half-mile handicap. That was a fatal error of Kiser, who might have kept the proud position he had gained.

Bald lost in percentage last week, going from .848 to .837. He was much lower before the Newark meet. Kiser advances from .824 to .833. With a gain of forty points, a thousandth being counted as a point, August Mertens, the team mate of Kiser, has advanced to fourth position, right behind Orlando Stevens, who retains his same percentage and same position. Stevens has been sick for a week and unable to do himself justice. Mertens goes up from the sixth position to fourth and Cooper drops to fifth place, many points lower than he occupied at any time last season. Cooper suffers a loss in percentage this past week of 50-1000. Gardiner is riding at the front of his fields and shows an in-

crease of fifteen points and an advance of one position.

Loughead Falls Several Points.

By an error in the reckoning of the standing last week, caused by haste to reach Bearings in time for publication, the percentage of Loughead was given as .679. He has started just ten times, and the correct standing in those ten starts is given this week—.631 and not .679. This places Loughead seventh instead of fifth.

Floyd McFarland, the great California rider, and Nat Butler, the Boston phenomenon, both great handicap men and both steady qualifiers from scratch in handicaps, from which positions most of their starts are gained, are out of the bulb. Butler has slightly the best of McFarland, but the two are even on starts, having ten each. Cabanne has been off the circuit his full month and drops out of his position, held for so long at the bottom of the tube. Jay Eaton, by virtue of ten starts and by being among the first eleven, gains a position in the thermometer. Eaton is an arrant quitter of late, and the result is shown in his miserably low percentage.

Ten Men Out of the Bulb.

Ten men are out of the bulb and that they are undoubtedly the leading ten men up to the present time there can be small doubt. A number of others are about to leave their companion in the bulb and

emerge into the daylight. One of these has a dark face, and his coming out will cause a ripple of surprise. "Major" Taylor is the man and the major will have no lowly position when he does emerge into the sunlight. The little colored boy has worked hard to gain a good position and has finished steadily at or near the front of his fields. That he has won his position few will gainsay, although many are so uncharitable as to think the color line should be drawn on the thermometer and negroes barred. This could never be done, and those who have a prejudice against the colored brother must take their medicine in the thermometer as do they take it in their races. When the final record of Taylor has been compiled for the season there will be seen a proud list of victories among the men who rank above him in percentages.

Fred Hoyt, the winner of the two-mile national

PERCENTAGE		
Bald		.837
Kiser		.824
Stevens		.757
Mertens		.675
Cooper		.664
Gardiner		.640
Loughead		.631

championship, is still another who will emerge into sight within a very short time and there are others. Many now out will be seen no more unless they improve vastly in their finishes.

The riders, by the bye, are finding that ten starts in finals of open scratch events, do not come so very easy and many are now wondering whether in the battles of the season, they will ever get into their proper position, as they figure it, in the percentage list.

The Points Table.

In points the changes are also many. Bald has jumped upward again and now boasts of 55 points. (He had but 65 when the circuit closed last season.) Gardiner has jumped Cooper and ranks second with 40 points, a gain of 8 for his week's work. Cooper remains where he was last week in number of points. Taking third position this week by reason of the advance of Gardiner, who is gaining more sense every day and fin-

ishing in front by reason of his riding ahead of his fields. With a gain at of four points in the week Mertens holds fourth position and Stevens, with the same number of points as last week, still holds fifth. Kiser gains three and Nat Butler, with a gain of eight, advances two positions ahead of Loughhead and Newhouse. Hoyt and Newton, of the now famous Warwick team, also advance ahead of Loughhead, who is crowded down several positions by reason of poor work since the championships. "Major" Taylor sends Newhouse down another peg and has a position next to Loughhead. Other changes have been made.

Points and Prize Winnings.

Name.	Points.	Winnings.
Bald.....	55	\$1207.00
Gardiner.....	40	775.00
Cooper.....	36	714.00
Mertens.....	30	697.00
Stevens.....	25	615.00
Kiser.....	25	706.00
Butler, N.....	19	420.00
Newton.....	16	360.00
Hoyt.....	16	270.00
Loughhead.....	15	215.00
Taylor.....	12	280.00
Newhouse.....	12	195.00
McFarland.....	11	335.00
Eaton.....	9	160.00
Jack.....	8	80.00
Kimble.....	7	115.00
Stenson.....	7	115.00
Becker, W. E.....	7	115.00
Wells.....	6	160.00

Plans of the Cracks.

There are two days on the National circuit this week. The men rest at Springfield, where they also train, for the circuit chaser trains while resting from his labors. Many of the circuit men will assist in the pacing of Jimmy Michael and Starbuck on Saturday. Kiser and Gardiner will be seen at Portland, Me., on Friday, and Kiser, Cooper, Bald, and Gardiner will be in the great four-cornered invitation race which has been arranged for the Providence meet of next Saturday. From there, Bald, Cooper, and Kiser go on to Buffalo, where they meet Loughhead and Sanger in a five-cornered match race at Buffalo Athletic field next Tuesday, com-

peting at the Boston National circuit meet the next day.

The great team race of the west against the east takes place at that time and Bald will captain one team while Kiser or Gardiner will captain the other. Bald will have as mates Nat Butler, McDuffie, Starbuck, and Church, and on the western team will be found Arthur Gardiner, Earl Kiser, A. C. Mertens, and McFarland, with W. W. Hamilton and Walter Sanger for the fifth position. This will be the greatest team pursuit race of history with all the best men from both sections on the teams. Tom Eck will coach one team and Asa Windle the other, and four men of each team will pace and pace about to pull the fifth to victory. National interest must be felt in the outcome of the great battle, this being the first purely sectional team race for many years.

Extending the Circuit.

Progress of a most favorable nature is being made in the extension of the National circuit. Dates are being applied for from a number of unknown and unexpected sources and applications are being received daily from many racing men not counted upon as possibilities in the arrangement of the accommodations in the special cars. From Florida comes the most welcome news that George L. Bohl, of Jacksonville, the secretary of the Jacksonville Wheelmen, has a circuit arranged for that part of the country that will cause a considerable enlargement of the plans for the trip and that will cause some delay in reaching Texas, providing the Texans are able to arrange the circuit they have laid out and on which the proposed trip to Mexico hinges.

Mr. Bohl writes glowingly of the possibilities for the circuit in his country and names the following as circuit points that are certain, with others yet to fill in. The circuit is

at Charlotte, November 1 and 2; at Rock Hill, November 3; at Savannah, Ga., November 4, and at Jacksonville, November 5 and 6. Jacksonville has a merchants' festival at this time and the selection of these dates for that city was delightfully fortunate and exceedingly lucky. Following Jacksonville, Mr. Bohl names St. Augustine, Daytona, Palm Beach, Miami, De Land, Orlando, Tampa (Bellaire), Madison, all in Florida, Thompsonville, Ga., Pensacola, Fla., and thence westward to Mobile, Ala., Montgomery, Ala., and New Orleans for the second meet in the Crescent City, the first being October 23 at the Louisiana division meet. Mr. Bohl is working hard and says that he had assurances of each of the above dates and of others that will fill in within a short time. All have tracks, either horse or bicycle.

The Special Car Arrangement.

By the riders and the makers, the special car arrangement for the following circuit is commended and among the riders it seems so good that many will doubt the ability of the promoters to organize a party large enough to fill one car, let alone two. There will be not the slightest trouble in filling one car, for that is filled, but the second will depend upon the men themselves. The men who will go on the trip have until Labor day to file their acceptance with the Quill Club Wheelmen of the position assigned them and to cinch their position by the payment of one-half the amount of money necessary to make the trip to Florida, \$100, the expense of the trip to the close of the Florida trip, including the many additional to the circuit, being figured at not to exceed \$250. The many points added make an additional expense of about \$50, but give an added number of days of racing or fifty days in all in the two months to December 1, the date now set for

finishing the circuit as far as Florida is concerned.

The success of the trip depends upon all concerned, upon the meet promoters, who must make application at once for National circuit sanctions where such have not been made, upon the racing men, who must declare themselves one way or the other that the meet promoters may know upon whom they may depend for their racing, and upon the makers, who must see the advertising to be gained from so marked a departure from regular circuit following. Something unique and quite out of the ordinary has long been sought for in this racing advertising, and the special certainly fills the bill besides the decreasing of the expenses of circuit work by over \$1 a day.

Binghamton has made application for September 28, the day following Trenton, and has been allowed that date. Buffalo is thus placed the 29th, and Hinsdale must take one day only, September 30, while Detroit remains the same, October 1 and 2.

LAST OF THE CHAMPIONSHIPS.

Wilkesbarre, Pa., Aug. 12.—There may have been other days when surprises ruled as liberally as was the case today at the National circuit meet of the West End Wheelmen at the half-mile track, but such a day has not been seen on the National circuit for some years. Any day of the recent national meet at Philadelphia was tame as compared with today. Heat after heat, and final after final created surprise and consternation in the ranks of the stars. The great men won but little, and several failed to qualify. The most peculiar feature of the day's sport was that in the one-mile, 2:05 class, professional. "Major" Taylor defeated Nat Butler, who ran second, and Fred Hoyt, who ran third, by inches only, and in a hard finish.

Fred Hoyt went out and took the two-mile national championship in a hard battle with Bald, in which that rider was not only beaten by Hoyt, but by Kiser. Nat Butler, who ran second in the mile, 2:05 class, took the mile open, defeating Gardiner, who defeated Kiser right at the tape.



FRED C. HOYT.

The racing was all clean and above reproach or protest in any way. The long homestretch favored good work, but the strong wind up the stretch retarded them at times and buried the field in a cloud of dust rounding the last turn.

The surprising results of the professional contests seemed to infect the amateurs as well, for in the half-mile national championship for the amateur riders, E. M. Blake, of Keene, N. H., and E. W. Peabody, of Chicago, with Earl Bovee, of Binghamton, took the three positions and the medals while Powell, Dawson, and

Fearing, of the New York Athletic Club, were forced to finish with the also rans. In the mile open amateur E. C. Hausman won, but was disqualified for wabbling in the stretch, on the protest of Peabody. Other riders wobble quite as badly and Peabody but gave Powell a victory, that rider finishing a close second with Dawson, his mate, but inches back and third.

In the heats of the professional mile open several great contests were seen. In the first heat Fred Loughead, the mile champion, was shut out by Cooper, Gardiner, and McFarland. In the second heat Bald was cleanly shut out by Steenson, Taylor, and Eaton and in the third heat Sanger, the big Milwaukeean, went out by reason of a defeat at the hands of Kiser, Butler, and Aker. In the final Tom Cooper ran sixth and Kiser was cleanly beaten in a desperate and hard finish by Nat Butler and Gardiner. The Chicago man jumped Kiser right at the tape, winning second by inches only. Three single pacemakers carried the field along but could pull it down to no better than 2:07.

Hoyt's Surprising Win.

The two-mile national championship was paced each half-mile by single riders and as the field shot into the stretch Bald had the lead taken from Fred Hoyt, of Bridgeport. Hoyt had been pulled round from the back of the line by Aker and had gained a couple of lengths on Bald. The Buffalo man closed the gap and flashed to the front. Down the stretch Kiser closed with Bald and while the two were fighting the great race to a finish, Hoyt, coming wide of the pair, gained inch by inch. Hoyt's head was far over his handle-bar, he was half out of the saddle and gaining every jump as he closed with the front tires of the desperate pair. At the tape Hoyt had won by six inches with his last jump and Kiser had jumped Bald for the second position,

the three finishing within perhaps a foot in the good time of 4:16 $\frac{3}{4}$.

The scratch men, Mertens, McFarland, Gardiner, Loughhead, and Nat Butler, found nothing to reward them at the close of the half-mile handicap, professional. Mertens only qualified and in the final could do nothing. C. R. Newton and "Major" Taylor, from the 20-yard mark, ran into the winning positions with Otto Maya, third from the same mark, and Charlie Wells fourth.

"Major" Taylor Wins the Gold.

With a purse of \$180 for the one-mile 2:05 class, professional, there was a mad hunt for coin in the event. The field included all the good men with the exception of the big six of the meet, Bald, Cooper, Kiser, Gardiner, Loughhead, and Sanger. For the final line-up from the pole out were Wells, Taylor, Stevens, Butler, Oldfield, Hoyt, Randall, and McFarland, a great field. Brown paced the event. Oldfield and Taylor caught, the former going around. Oldfield took the position from Taylor. The order was then Oldfield, Taylor, Stevens, Butler, Hoyt, McFarland, Wells, and Randall. At the quarter Wells started up as he had in the heat, but McFarland headed him off and went up also. Stevens jumped out and with McFarland at his side, gained the stretch. Taylor gained the lead from the bunch and led all down the stretch in the last eighth-mile with Butler on the pole and pressing him close. Hoyt came up and made the battle three cornered, the three men finishing but inches apart all around. Six inches at the most separated Taylor and Butler, who were almost rubbing and Hoyt was an equal distance back. McFarland, Wells, Randall, Oldfield, and Stevens finished in order. The time was 2:10.

Summaries.

Half-mile handicap, professional—C. R. Newton, 20 yards, first; "Major" Taylor, 20 yards, second; Otto Maya, 40 yards, third; C. S. Wells, 25 yards, fourth. Time, :59.

One-mile open, professional—Nat Butler, first; Arthur Gardiner, second; Earl Kiser, third. Time, 2:07 $\frac{3}{4}$.

Two-mile national championship, professional—Fred Hoyt, first; Earl Kiser, second; Bald, third. Time, 4:16.

One-mile 2:05 class, professional—"Major" Taylor, first; Nat Butler, second; Fred Hoyt, third. Time, 2:10.

Half-mile state championship, amateur—W. A. Lantz, first. Time, 1:05 $\frac{3}{4}$.

One-mile handicap, amateur—G. Harry, 100 yards, first; P. Dolphin, 130 yards, second; H. B. Strong, 120 yards, third. Time, 2:07 $\frac{3}{4}$.

One-mile open, amateur—I. A. Powell, first; Ray Dawson, second; E. W. Peabody, third. Time, 2:14 $\frac{3}{4}$.

Half-mile national championship, amateur—E. M. Blake, first; E. W. Peabody, second; E. Bovee, third. Time, 1:03 $\frac{3}{4}$.

Two-mile handicap, amateur—C. E. Coleman, 60 yards, first; G. Harry, 175 yards, second; G. H. Collett, 50 yards, third. Time, 4:46 $\frac{3}{4}$.

F. Ed. S.

BALD REGAINS HIS SPEED.

Newark, N. J., Aug. 14.—Waverly park was filled today with a cycling crowd to witness the National circuit races given by the Atlanta Wheelmen. The grand stands were filled to overflowing, and a goodly crowd stood around the track. The races dragged frightfully and did not finish until a late hour. The programme was long and there was that lack of snap about its running that was seen at Wilkesbarre, Tuesday. Earl Kiser did not ride in the events of the day, owing to a bad cold, and Loughhead, McFarland, and Stevens, with Taylor, went up to Manhattan Beach. Every heat and final today was a race and a bitter struggle. Bald came back to form and took the mile open, running fourth in the half-mile handicap in good time. Cooper also showed well in the races of the day. "Mother" Wells, as the big, good-natured San Francisco man is known by all the circuit chasers, took the half-mile handicap, a fine win, coming all the way.

In the amateur races Earl W. Peabody captured his thirty-fourth first when he took the third-mile amateur national championship and placed himself in the lead of the amateurs of this section by reason of the two seconds taken, one in the

half-mile and one in the two-mile championships.

The day was good but the track was dusty and the mosquitoes—well it was New Jersey, and circuit chasers will testify that Waverly mosquitoes are venomous.

A Five-Mile Handicap.

The five-mile handicap professional had Nat Butler, A. C. Mertens, Arthur Gardiner, and Frank Starbuck on scratch. Newhouse, Newton, and Hoyt were at 50 yards, and Kimble, Eaton, and Becker at 150 yards. Butler jumped the gun and pulled the other scratch men along for a quarter when Mertens came up. Wells, in the second bunch of eight, closed with the leading bunch of nine, at the mile. There were then seventeen men in the back bunch with the scratch men well to the lead of that. Two hundred yards separated the two bunches. Wells never allowed the front bunch to lag, and Gardiner had the back bunch going at the mile and one-half. Repine shot out of the back bunch nearing the two miles and closed with the field. Starbuck came out of the back and pulled the back markers up and Nat Butler assisted.

At the two and one-half miles Newhouse was leading and Mertens was playing well to the front. Starbuck had dropped back into the rear and was riding safe. Butler was up in the front and Gardiner was with him. Jack Coburn, Aker, Gardiner, and Weinig were at the front at three miles, the large field shifting at the rear of them. Starbuck went round to the front and started a runaway at three and one-quarter miles, the field closing with him in the stretch, finishing three and one-half miles. Gardiner was still well to the front. Gardiner took the lead for a time, finishing four miles. Weinig was with him. Nat Butler was at the center of the bunch at four miles and

Mertens was back of the field and third from last. For a time the field was strung out for 100 yards. At the sprint Mertens, Gardiner, and a field of twenty were at the front. Four or five men went down as a matter of course, Jack Coburn among them. Down the stretch it was a hard ride, and Butler won with a half length to spare. Becker was running second when Gardiner came up to the side of Becker. Becker jumped and gained second by a few inches from Gardiner, and Barney Oldfield ran a close fourth. The time was 11:31 $\frac{1}{4}$.

Bald in Form Again.

The line-up on the pole for the final of the professional mile was Bald, Cooper, Mertens, Randall, Aker, Brown, Callahan, Gardiner, and Coleman. The black and white tandem team on singles paced the event. The field started desperately and Mertens caught the position with Bald, Gardiner, Cooper, Randall, Aker, Callahan, Coleman, and Brown in order back. The order was the same to the three-quarters when Cooper made his first desperate run in some time, jumping round and past the field. Bald closed the gap and entered the stretch on the rear wheel of his rival. Down the stretch Bald opened up and Mertens went up past Cooper and after the White Flyer. Gardiner started round and erred in going back to the pole. Here he tried to pass on the inside of Mertens and did show his face to the front, but was forced to back up. Bald had the victory over Mertens at the tape by half a wheel with Gardiner up on the inside of Mertens. Tom Cooper was fourth, also close up. Aker, Callahan, Brown, Coleman, and Randall finished in order. The time was 2:08 $\frac{1}{4}$.

The final heat of the professional half-mile handicap had Bald and Cooper on scratch with Hoyt and Kimble at 10 yards, Newton and



THE FOUNTAIN AT
WILLOW GROVE

BALD TRAVELS
IN STYLE



ARTHUR GARDINER
IN HIS CHICAGO CYCLING
CLUB SUIT



BALD
COOPER
AND
KISER
AT GRAND RAPIDS



CHARLES PORTER,
THE DETROIT AMATEUR,
ONE MILE - 1.50 PAVED

CIRCUIT ECHOES



JIM CORBETT,
AS A RACING MAN



SLIVER - THE HUMAN
TOOTHPICK



A
WILLOW GROVE
SCENE



ZIMMERMAN
AND HIS
FATHER

Coleman at 20 yards, L. A. Callahan also at 20, Weinig at 40, Wells and Crooks at 50, and Wehle at 60, a great field for record riding on the right track. Bald and Cooper easily closed with Kimble at the first turn and the field was in single file in the order of starting on the second turn. Wells had closed with the long mark man and gained the lead. The Californian said that the race was his all the way and that he intended to come right through without stopping, which is exactly what he did. Bald started round the field, having gotten away from Cooper, but failed to accomplish his purpose and shot into the field and to the pole gaining fourth in the hot finish. It was Wells' race by a half length over Newton with Coleman third, the four being within a length. The time was :59½ and Bald did at the least 1:00, the fastest half-mile of the season from scratch.

For the final of the third-mile amateur championship, Blake, Hausman, Collett, Peabody, Fearing, Dawson, Powell, and Ertz, the finest field of amateur riders in the country, lined up. Hausman got away in the lead, but quickly relinquished his position. Peabody came out past Dawson in the stretch and came all the way. Dawson was dropped back farther and farther and Ertz shot up, pressing the Chicago Cycling Club man. At the tape, Peabody sprung that sprint which has been absent all the past trip and won by a length over Ertz, who got third from Blake. The New Hampshire man came up to that position and beat Dawson near the tape. Fearing ran fifth, and Collett, sixth. The time was :42½. Powell was clear back in the line, and Hausman last.

The final of the mile open amateur was a great contest with all the good men up. Powell, Hausman, Dawson, Ertz, Reith, and Peabody held the pacemaker in order. Ertz fell on

the backstretch with two others. Hausman jumped and Powell tacked on. Down the stretch Powell took the lead from Collett and shot to the front. Dawson came up and pushed his partner hard all the way to the tape, the two finishing but inches apart with Powell in the lead. Collett was third, and Hausman fourth, both close together. The time was 2:17½. Powell's win was by not more than the width of a tire, the finish of the last twenty yards being particularly pretty.

Summaries.

Third-mile national championship, amateur—Peabody, Chicago, first; Ertz, New York, second; Blake, Keene, N. H., third. Time, :42½.

One-mile open, professional—Bald, first; Mertens, second; Gardiner, third; Cooper, fourth. Time, 2:08½.

Half-mile handicap, professional—Wells, 50 yards, first; Newton, 20 yards, second; Coleman, 20 yards, third; Bald, scratch, fourth. Time, :58½.

One-mile handicap, amateur—Charles Schlee, 60 yards, first; W. L. Darmer, 60 yards, second; C. A. Carlson, 80 yards, third. Time, 2:11½.

One-mile open, amateur—Powell, first; Dawson, second; Collett, third; Hausman, fourth. Time, 2:17½.

Five-mile handicap, professional—Nat Butler, scratch, first; W. E. Becker, 100 yards, second; Arthur Gardiner, scratch, third; Barney Oldfield, 150 yards, fourth. Time, 11:31½.

Two-mile handicap, amateur—W. A. LaDue, 60 yards, first; W. F. Wehrenberger, 90 yards, second; J. G. McGuire, 60 yards, third. Time, 4:42½.

THE BIG SPRINGFIELD MEET.

Springfield, Mass., Aug. 16.—Between \$6,000 and \$7,000 worth of prizes and nearly 600 entries is the latest announcement of the directors of the Springfield Bicycle Club regarding the Hampden park tournament next month. The official prospectus of the event will be out in about a week. Most of the officials have been selected, and, as usual, there is a plentiful sprinkling of old-timers among them. "Lon" Peck, of Boston, will be starter, and Henry W. Robinson, referee. The judges include "Happy Days" Pitman, of New York; J. Emory Tippet, of Massachusetts; L. A. W. fame; L. M. Rich, of Bridgeport, Conn., and the "Only" Ducker.

In case a match between Lesna and Michael is arranged, it is likely

that the club will offer a large purse, but will not furnish pacemakers. Another proposed feature is a match mile race, best two out of three heats. Only four or at most five of the top notchers will be asked to compete.

Unless the arrangements fall through, those who attend the tournament will have a chance to witness the start and finish of a military road race. Last year the City Guard, Second Massachusetts militia, conducted one of the best military road races yet held. Although no definite arrangements have been made, it is likely that the race will be run this year in connection with the Hampden park tournament. Captain McDonald, of the City Guard, is an enthusiast regarding the use of the bicycle for military purposes, and the road race would be confined to members of his company, who would wear fatigue dress and carry guns.

The announcement that Sanger will come east to train is welcome

news to his Springfield admirers. Outside of Zimmerman and Harry Tyler, no man has been more popular in recent years on the Hampden park track than "Wooden Shoes."

E. W. P.

JOE GOODMAN'S MEET.

Hartford, Conn., Aug. 16.—Local cyclists have hopes that the tournament of the Connecticut Athletic Association in this city, September 6, will be the beginning of a revival of the enthusiasm which in the palmy '80's made the Charter Oak track rank with that of Springfield. Joseph Goodman, who furnished not a little of the gray matter in those days, is at the head of the arrangements for next month's meet. The cash prizes in the professional events amount to a round \$500. In the amateur events prizes up to the L. A. W. \$35 limit are offered. The presence of a large number of fast riders is already assured.

E. W. P.



AMERICA'S FIRST BICYCLE CAMP

Chicago Has the First Big Cyclists' Camp Ever Held in This Country—
Located on the Lake Shore—Accommodation for Many Hundreds—
Bankers' Race Meet—Kiser Matched Against Horses

Chicago, Aug. 18.—Interest of the local wheelmen this week centers principally at a point sixteen miles north of the city, where the first big summer camp of bicycle riders ever held in this country has been pitched. The tents, numbering about a score, have been raised in a giant semi-circle on a high bluff overlooking the great blue expanse of Lake Michigan. It is an ideal spot for such a camp, being on Sheridan drive, the best, most picturesque, and most popular highway leading out of Chicago, and being at the same time almost directly upon the lake shore, where boating and bathing may be indulged in to the heart's content. The camp is also within a mile of the railroad station and close by the Winnetka inn, a cyclists' road house recently opened, where excellent meals can be secured by those desiring something more elaborate than the fare offered at the lunch counter within the camp itself.

Plan of the Camp.

The encampment has been named Camp Harrison, in honor of Chicago's new and popular cycling mayor, who takes a great interest in local bicycle affairs. Occupying the most prominent positions with regard to the Sheridan drive, are the two huge tents of the L. A. W. and the A. C. C., separated by a smaller tent open upon all sides, where all manner of soft drinks many be purchased. Extending toward the edge of the bluff on the right and left are the tents of

the various cycling clubs, including the Chicago, Morse, Plzen, Æolus, Thistle, Calumet, North Star, Woodlawn, and Illinois, while "newspaper row" is represented by the tents of Bearings, Referee, Inter Ocean, and Journal. There is also a surgeon's tent, in charge of Dr. Ritter. These tents are provided with cots and blankets, and illuminated with Chinese lanterns. At night torches blaze and smoke around each tent, making the scene a weird and beautiful one. The L. A. W. and A. C. C. tents are each provided with pianos, and a register in the league clubs' headquarters is rapidly filling with the names of visitors and temporary residents.

May Be an Annual Affair.

It is the intention to maintain the camp for at least two weeks, and if its popularity warrants it, it will be prolonged another fortnight. During the four days it has been in existence the weather has been very unfavorable, but with the advent of hotter days it is expected the camp will be well filled all the time. It is within an easy ride from town, and all the big clubs propose to organize runs to the camp.

A set of rules for the government of the campers has been drawn up and posted in a conspicuous place, and F. W. Moulton, promoter of the scheme, and A. T. Heywood have been sworn in as special police to preserve order. The whole plan of the encampment is a novel and pleasing



Camp Harrison.

one, and if successful will doubtless be an annual affair in Chicago.

Kiser to Race Running Horses.

Tom Eck was in town last night making arrangements for a match race between Earl Kiser and a team of running horses. The event will probably be run off on the Washington park mile horse race course on Labor day. The team of horses, now in training in Ohio, will be hitched to a light four-wheeled skeleton, and Kiser will perhaps be paced by a sextuplet manned by Waller, Gately, McLean, Sullivan, Barnaby, and Gray, who paced McDuffie to victory in his mile against time. Kiser will have the pole, and the start will be a flying one. Eck very naturally expects his charge to win the event, but anticipates that McDuffie's time of 1:38½ will be lowered in the attempt, as the horses have a record of 1:41.

Five-Cornered Match for Buffalo.

Five of the leading racing men of the country have been signed for a great five-cornered match or invitation race at Buffalo Athletic field, Buffalo, N. Y., August 24, at the time of the G. A. R. encampment in that city. The riders who will compete for the \$1,000 purse, in real money

and not on paper, are E. C. Bald, Tom Cooper, Arthur Gardiner, Fred Loughhead, and Walter Sanger. Manager Kunzie, of this race meet, was at Wilkesbarre, and finally closed with the men. Cooper, Kiser, and Sanger signed early, but Bald and Loughhead held off saying that neither of them cared to meet Cooper and Kiser in a match race.

Camp Harrison.

Ed Moulton, the veteran trainer, is now training the athletes of the Chicago Athletic Association at Washington park. He says that he has his usual string of winners, and that he will give the easterners a surprise party at the A. A. U. games in New York on August 28.

Nelson Breaks Records.

At the Bankers' Athletic Club's meet on the Thirty-fifth street track last Saturday Fred Nelson, paced by tandems, lowered the amateur ten-mile record by more than nine seconds, covering the distance in 22:03¾, the best previous time being 22:13.

E. Llewellyn, the young Chicago amateur, who won the third-mile open at the league meet in Philadelphia, Friday, and ran third in the two-mile national championship,

Saturday, won the mile open last Saturday, and was given an ovation by his Woodlawn club mates and local enthusiasts, who carried him from the track on their shoulders.

John Fisher led the field across the tape in the mile open, professional, by two lengths and gave the Englewood Wheelmen a chance to say, "I told you so."

The two-mile professional handicap was won in a runaway by W. L. Stewart, from the 275-yard mark, defeating Gus Phillips, John Fisher, Frank Wing, Tracy Holmes, and other local professional talent.

Although the racing was good and very large fields were called out, the

attendance was only about 1,500, owing doubtless to the inability of the club to secure the entries of any of the stars.

Summaries.

One-mile novice; final heat—J. A. Nelson, first; H. A. Ledvall, second; C. A. Hammersley, third. Time, 2:36½.

One-mile open, professional; final heat—J. Fisher, first; W. Simkin, second; I. Gustavson, third. Time, 2:40.

Three-mile handicap, amateur; final heat—A. J. Casion, 200 yards, first; L. F. Morris, 325 yards, second; S. Hogan, 125 yards, third. Time, 7:03.

Two-mile handicap, professional; final heat—W. L. Stewart, 275 yards, first; Jackson, 150 yards, second; Fitzgerald, 150 yards, third. Time, 4:30½.

One-mile handicap, amateur, open to Bankers' C. C.—C. A. Kruse, 50 yards, first; R. T. Durrell, 120 yards, second; J. C. Golden, 120 yards, third. Time, 2:20½.

One-mile open, amateur; final heat—E. Llewellyn, first; Stewart, second; C. Lavin, third. Time, 2:40½.

H. W. P.

BOSTON'S SIX-DAY RACE

Boston, Mass., Aug. 16.—America's first six-day out-door cycle race began this afternoon at two o'clock on the Charles River park track, and there is every indication that it will be the most exciting contest of the kind ever held in this or any other country. There were many sensational features during yesterday's eight-hour ride that caused the spectators to grow wildly enthusiastic over the race. The attendance during the afternoon and evening was large and the crowds cheered themselves almost hoarse in endeavoring to encourage the riders on their very tiresome ride.

At precisely two p. m. the following men lined up at the tape for their eight-hour-a-day journey awheel: Frank Waller, New York; Albert Stein, Paris, France; Frank Albert, New York; Tom A. Barnaby, Revere, Mass.; Edward Stegg, Arlington, N. J.; A. E. Dench, Allegheny City, Pa.; W. A. Elkes, Glens Falls, N. Y.; H. D. Elkes, Glens Falls, N. Y.; Frank

Foster, New York; Rudolph Lauriks, Boston, Mass.; L. N. Walleston, Boston, Mass.; L. C. Hall, Philadelphia, Pa.; Samuel Poole, So. Lancaster, Mass.; R. D. Blakeslee, Chicago, Ill.; R. E. Walter, Allegheny City, Pa.; John B. Glick, Philadelphia, Pa.; Bert Leslie, Chicago, Ill.

Start of the Big Race.

At the conclusion of Referee Kerri-son's instructions, Starter "Lon" Peck gave them the pistol signal and off they went in fine style. They kept well bunched for several laps, and then some of the men took it into their heads to do a little sprinting. This proved lap-losing to several of the riders, and it was not long before Waller and Barnaby, with Alberts and two or three others, were lapping some of the contestants. Young Elkes began a lively clip for four or five laps, leading the men crossing the tape. Up to about ten miles the leaders were averaging a 2:30 gait, which was faster than some of the men cared to ride at the be-

ginning. It was long, however, before the men in the lead settled down to about a 2:50 and three-minute gait.

Waller, Barnaby, and Alberts proved to be the favorites and kept ahead of the majority of the men the early part of the afternoon. Frequently two or three of the riders would strike out for a sprint and then fun followed. The crowd would cheer and the men, as they passed the electric bulletin board would glance over to see how far behind or ahead they were, as the case might be.

The First Man to Quit.

The first man to quit outright was L. N. Walleston, the great road rider, who at the end of forty-five miles dismounted to ride no more. He had some trouble with his wheel which no doubt made him discouraged. At the beginning of the forty-sixth mile, "Dutch" Waller, who was then ahead, with Barnaby and Alberts close at his rear, called for some grapes from "feeding quarters." These he ate as he rode around, in the lead of the foremost contestants. This was evidently the beginning of Waller's supper, for he kept on eating for some time and wound up by smoking a cigar when he held third place among the leaders.

During the latter part of the evening the race grew very interesting and the large crowd in attendance seemed to enthuse new speed into the riders. Several lively sprints were made and as the race drew to a close the men in the lead began to eye each other closely, realizing that the men leading the greatest number of laps would be awarded prizes for the day's riding. Stein, the winner of the much-talked-about French Bol d' Or, did not make the showing anticipated and for some time was off his wheel, complaining of cramps in his legs.

When the announcement was made

that the men had only five miles more to ride positions changed frequently, as some of the riders who had led in laps many times figured that they could get a crack at the prizes offered for the men leading the greatest number of times during the day, the purses being, \$50 to the man leading the greatest number of laps, \$25 to the second, \$15 to the third, \$10 to the fourth. Near the close of the eight-hour grind some of the riders became so exhausted that their trainers followed them around the track to keep them from falling off their wheels. Edward Stegg rode for several miles asleep, while "Father" Elkes coached his son at times when the "boy" was almost at a standstill.

On the bell lap Waller and Barnaby again began sprinting and several of the other riders joined in the final spin of the day. Entering the home-stretch Barnaby seemed to gain renewed vigor and dashing past the "Flying Dutchman" he went over the tape a winner with twenty yards to spare, but Waller had been in the lead the greatest number of laps, hence won the \$50, first prize.

The Score.

	Mls.		Mls.
Waller	168	Foster.....	142
Barnaby.....	168	W. A. Elkes.....	141
H. D. Elkes.....	158	Hall.....	139
Stein.....	155	Lauriks	138
Walter.....	155	Leslie.....	130
Dench	152	Blakeslee.....	125
Stegg.....	149	Glick.....	117

The Second Day.

Boston, Mass., Aug. 17.—Today was "plugging" day. No good spurts were made, as the men were tired, having slept little during the night. At the end of the day's riding the score was as follows:

	Mls.	Lps.		Mls.	Lps.
Waller	325	2	Lauriks.....	284	2
Barnaby.....	325	2	Stegg	281	2
H. D. Elkes.....	320	2	Glick	274	2
Stein	315	—	Leslie.....	266	—
Dench	311	1	Blakeslee	263	2
Hall	299	—	Walter	192	1
Foster.....	298	2	Albert.....	161	1
W. A. Elkes.....	290	1			

G. W. BULL.

ODDS AND ENDS ABOUT WOMEN

By M. J. L.

A brisk spin through the crisp air and the consciousness of each woman that she is looking her best is the greatest tonic in the world.

The modest woman advocates a long skirt for the bicycle until she gets all tangled up in it, when she goes to the other extreme and rides in bloomers.

In France women are held in such subjection that before one is permitted to join the Bicycle Touring Club the consent of the father or husband must be obtained.

To women who are dainty in their appointments, the greasy-looking cork handle is often a source of dissatisfaction. To clean them, gently scrub with a soft nail brush having a little dry soap sprinkled on it, afterward wiping all the lather off with a clean cloth dipped in cold water.

The prominent knee motion, which makes many women look so ungraceful on a wheel, is due to the improper adjustment of the saddle. See that your saddle is high enough to allow you, while sitting on it, to stand straight on the pedal. This sounds like a paradox, but it works all the same.

Chiropodists' fortunes are being made by the cycling craze. One of this profession says that the majority of women ride in shoes too narrow for them. Wheeling brings down the weight on the foot, consequently longer and wider shoes should be

worn. But what woman will act on this excellent advice.

One of the newest fads is to train your dog to follow your bicycle. The most fashionable girl of Philadelphia always has a big bulldog trotting by her, the evident purpose being to keep off too admiring modern Ixions on the wheel.

Lady Habberton sees in the knickerbockers, with which we have become more or less familiar through cyclists, an ideal dress for maid servants. In this costume flying skirts are done away with, and with them, in her opinion, a prolific cause of fire, knocked-over china and bric-a-brac, and dust lugged in from the street on trailing skirts.

A hat pin that holds has long been looked for in vain by womankind. The fair riders are now trying to find a hat that will stay on in a high wind. It is a nuisance for an experienced rider to find her hat tilted over the back of her head; to the inexperienced wheelwoman it is an impossibility to rearrange it without dismounting. A fortune is waiting for the clever woman who gives to the feminine world this much needed boon.

A writer on hygiene states that the intense thirst which attacks so many devotees of the wheel is the result of breathing through the lips, thus parching the lips, mouth, and throat, and advises that the mouth be kept shut against inhalation. He says:

"When you can not take a hill without opening the mouth, it is better to dismount than to continue the exertion. Even when dismounted and the breathing is labored, the mouth should be kept closed."

The Princess of Wales prefers the tricycle to the bicycle, and fashionable women throughout England are following suit. But giving due respect to royalty, human nature is too strong to be totally disregarded, and with a magnificent exercise like wheeling thrown in the balance, the great majority of wheelwomen will listen, not to the dulcet tones of ephemeral Fashion, but to the dictates of common sense, which promises so much to themselves and future generations.

Wheelwomen will hail the new bicycle chatelaine bag with joy. It is so designed that a woman can easily open it without dismounting or falling off, for it has rather a slanting top, and opens on one side instead of on top. Pigskin, in light tans and browns, is the favorite material for a bag of this kind, though one that proved a good seller is made of crushed morocco, in greens and reds. Perhaps this is because it has a mirror on the inside of the top, scent bottle, scissors, file, and a needlebook filled with needles, and a quantity of silk thread. These things are so compactly arranged that plenty of room is left for handkerchiefs, gloves, change, and the like, and yet the bag is comparatively small and inexpensive.

Bicycle girls have been almost out of their minds in trying to keep their hair straight. The wind and the heat have been playing havoc with their locks, and they have come to the conclusion that something radical in the way of reform must be employed. If

one is to escape the annoyance that is the consequence of possessing a full head of hair, she must do something quickly. She is prepared to do it, for the "bicycle bang" has been invented by some ingenious soul, and both maid and matron will wear it. The bang is made of human hair, and is fastened on with numberless diminutive pins, concealed amid the meshes of the bang, so there is nothing to detract from its naturalness. The hair is treated with a chemical that prevents it getting out of curl, no matter how moist may be the atmosphere or how boisterous the wind. The bicycle girl says it is the best thing invented for her benefit for years.

Ankle bangles are the latest device of the young woman cyclist who wishes to attract attention at any cost. One actually seen on Riverside Drive, N. Y., during the past week was a heavy gold band, fully two inches wide and resplendent with a large diamond in the side. It and its wearer were the observed of all observers. The ankle bangle idea is not wholly new. Last summer there were many on the ankles of the summer girls, with black silk stockings and hotel verandas as effective backgrounds. But these are delicate, chain-like affairs, different in every way from the barbaric ornaments of the bicycle woman. The latter are distinctly vulgar, but even the suggestive twinkle and flash of the New York ornament is to be preferred to that of the Parisian wheelwoman, who has her name and address carefully engraved on the side of her ankle ring. The cost of the new ornament is by no means small. Solid gold ankle rings, without jewels, cost \$18, and this sum may be increased by numerous large or small stones or by the addition of such fine sentiments as the wearer may see fit to adopt.

EDITORIAL

THE FOREIGN TRADE OF AMERICAN MAKERS.

Very interesting statistics have been prepared by the Treasury Department at Washington, showing the exports of cycles and parts of same during the month of June and during the twelve months ending June 30. These figures are interesting in that they show to what extent the foreign trade of American cycle manufacturers has developed within the past year. During the month of June the exports were valued at \$882,984, as against a value of \$515,798 for the same month last year. The total exports for the twelve months reached the enormous value of \$7,005,323, an increase of over \$5,000,000 for the previous twelve months, the value for that period being \$1,898,012.

The largest shipments during the year were made to the United Kingdom, the value being \$2,375,675. Germany was next in line with a value of \$1,026,346. The exports to France were valued at \$262,606, while other European countries contributed to the extent of \$1,190,214. British Australasia was a very heavy purchaser during the year, being credited with \$692,894. The exports to British North America were valued at \$730,267, while those to Africa reached a total value of \$125,979. The total exports to Central America and the West Indies were valued at \$301,852, while those to South America are placed at \$169,223. Mexico purchased \$73,117 worth during the year, while the exports to Cuba only reached a value of \$4,016. A considerable increase is noted in the exports to China, the value being \$18,410. Other countries in Asia and Oceanica bought \$131,903 worth of America cycles during the year.

With these figures staring them in the face, is it small wonder that England, Germany, and several other foreign countries are fighting American wheels so hard? The progressiveness of the American cycle manufacturers has opened new markets in every part of the world and forcing the foreign markets to take the most radical steps to prevent being frozen out.

Great is the American bicycle!

TOO MUCH LEGISLATION.

With every new discovery in science and advancement in human progress have come new laws to govern contingencies that may arise under the new conditions of life. For instance, the invention of the steam locomotive and the wonderful development of railroading in the United States called for the passage of laws to regulate the operation of the immense systems and the running of trains as a protection for the public. In the same way the telegraph, telephone, high explosives, etc., have to be operated and used under restrictions especially placed on them by legislation. The same holds true of bicycles, to an exaggerated extent. Ever since cycling began to be popular those having the power to create laws, from the state senator down to the most insignificant member of the town board, have

felt it incumbent upon them to "regulate the use of the bicycle." Their efforts in this direction cover the widest possible scope, all the way from imposing a special tax upon the wheel to prohibiting riding hands off, with dropped handle-bars, and carrying children on the front of the machine.

If they keep on at the rate they have been going the past year they will almost succeed in killing the pastime. In free America people do not relish having their every action regulated by law, and most of us would rather give up even our favorite recreation than submit to constant police surveillance. It is natural to resent being hustled off to the police station in a blue wagon just because some abominable bicycle lamp obstinately refuses to stay lighted, or because you forgot to ring a bell within a hundred feet of a crossing. Perhaps it would be possible to bear such treatment with some equanimity if we might enjoy on our wagon ride the company of drivers of carriages whose lamps are not lighted and those chronically indisposed individuals who drive through the streets reclined at full length upon their seats under the mistaken impression that they are beds or sofas. Yet how absurd everybody would think it if any city council were to prohibit the driver of a wagon or carriage "humping over," or letting the horse pursue his way with the lines dropped over the dashboard.

There is altogether too much legislation. The time the law makers spend on framing and passing bicycle regulations and other useless laws might far better be expended planting wheat or hoeing potatoes. "Hayseed" legislation is making the country ridiculous, and a large proportion of the laws passed are utterly invalid in addition to being unjust and absurd. So far as bicycle riding is concerned, it is bound to regulate itself in time with very little assistance from the legislatures and town councils. As soon as all of the present generation have learned to ride, novices will be less common and, the first enthusiasm of cycling having worn off to some extent, the pastime will settle down into a more staid recreation, and well understood but unwritten rules for conduct awheel will be generally observed.

THE DECADENCE OF SCORCHING.

It is a matter worthy of some note that scorching on the streets and boulevards of Chicago and other large cities has practically ceased. The majority of people, particularly those who do not ride or drive much and do not observe for themselves, will decline to admit this statement as a fact, since every accident in which a cyclist figures is blazoned forth in the daily newspapers as caused by a scorcher, utterly regardless of the fact that the bicycle rider may have been going at a very moderate pace. It is sufficient that he is a cyclist; that fact alone is evidence enough that he caused the accident, and since "scorcher" is a new slang word with which the pen pushers have just got on speaking terms, it is in variably applied to the wheelman.

Some fast riding is indulged in frequently yet by a few young riders, but it can not properly come within the scope of the meaning of "scorching," which refers to an impromptu race between from three to a dozen or more riders, who go tearing down the boulevards at a terrific pace, strung out for half a block and swinging from side to side of the street with heads bent low in a frantic endeavor to beat one another and evade collisions with wagons, carriages, and people. Such street racing was common in Chicago even up to the early part of 1896, but, probably owing mostly to the vigilant work of

the police department, this has been suppressed almost wholly. There is also no doubt a growing appreciation on the part of the wheelmen of the dangers and selfishness of such conduct, and upturned handle-bars are being extensively used in riding to and from work and for pleasure by old-time riders who in days gone by used to be the worst sinners in this respect. Nowadays it is the new rider who essays to race on the boulevard, and he sooner or later comes to grief either against a carriage or in the police court. The older riders and club members are satisfied to do their scorching out of town, and generally frown upon upstarts who imagine they can race before they even know how to control their wheels.

AMERICAN BICYCLES IN ENGLAND.

The recent cut in the price of Rudge-Whitworth bicycles in England, and especially the comments of the American press upon the reduction, seem to have stirred up the English writers upon bicycle topics to renewed discussion of the relative merits of English and American machines. Bearings this week publishes two letters from the British Isles dealing with American wheels in England, one of them from one of the best cycle authorities and writers in England, and the other from a widely known cycle writer of Scotland. These coincide almost identically in their statements regarding the "American invasion" and the requirements of American cycles for the British market. They tell some very plain truths, which, while they may be rather unpleasant pills for makers on this side to swallow, will, if properly taken, prove excellent correctives of certain ailments in our export trade.

From these letters it appears that the Britisher seldom buys an American bicycle from preference. Ladies and certain society men like our machines because of their brighter enamel and showier appearance, but the expert cyclist likes the home product better because it is stiffer and is equipped with brake, steel rims and mud guards, and has detachable tires. Possibly this is all a matter of prejudice, but the fact remains and must be catered to if American bicycles are to become popular in the British Isles. The reasons why so many of our wheels have found a ready market on the other side are that the English makers could not supply the demand fast enough, purchasers being obliged to wait months in some cases before their orders were filled; that American machines were sold for lower prices than the English products; and that bicycles made in this country presented a handsomer appearance than the somber black Coventry and Birmingham wheels.

It may be very pleasant to deceive ourselves with the idea that American bicycles are popular in England and are displacing the home product, but it is not good business. It is better to realize first than last, that only by sending out really excellent machines at fair prices and equipped after the British notion can we hope to compete permanently and with profit against the English product on English soil.



Palmers at the National Meet

Half-Mile Championship—Professional

Won by Earl Kiser on a Spalding fitted with Palmer Tires.

Five-Mile National Championship—Professional

Won by A. C. Mertens on a Spalding fitted with Palmer Tires.

One-Mile Championship—Amateur

Won by C. M. Ertz on a Cleveland fitted with Palmer Tires.

Two-Mile Championship—Amateur

Won by I. A. Powell on a Spalding fitted with Palmer Tires.

Fastest Mile Ever Ridden in Public—1:39 3-5

By Arthur Gardiner on a Dayton fitted with Palmer Tires, paced by two Dayton Quads fitted with Palmer Tires.

World's Competition Record—5 Miles in 10:45

By A. C. Mertens on a Spalding fitted with Palmer Tires.

Mile Open, Professional—Largest Purse Offered

Won by Earl Kiser on a Spalding fitted with Palmer Tires.

Mile 2:05 Class—Professional

Won by A. C. Mertens on a Spalding fitted with Palmer Tires.

One-Mile Handicap—Amateur

Won by Ray Murray on a Dayton fitted with Palmer Tires.

Palmer Tires Won the Honors of the Meet, as they always do.



McDUFFIE CUTS ONE
SECOND OFF THE
WORLD'S MILE RECORD

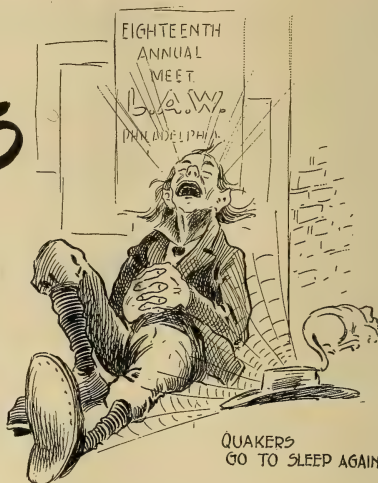


LESNA CAPTURES MICHAEL'S
PET RECORD



*ZIMMY ON
EXHIBITION
AT ST. LOUIS

EVENTS OF THE WEEK



QUAKERS
GO TO SLEEP AGAIN



BLAKE
AND
PEABODY LAND
CHAMPIONSHIPS



A.C.C.
CAMP AT
WINNETKA
OPENED

ALBANY

Seamless Steel Tubing

Equal in grade and quality to any bicycle tubing in the world. ❁❁ Made with the most improved machinery—hydraulic power benches and every modern equipment required to produce the best obtainable high carbon tubing.

UNIFORM IN THICKNESS.

PERFECTION IN FINISH.

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Capacity, 6,000,000 feet per year.

Write for prices and samples.

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Mention Bearings

TRADE

AMERICAN WHEELS AND ENGLISH BUYERS

**"Harold Quill" Discusses the Subject From an Unprejudiced Point of View—
Johnny Bull Thinks Yankee Bicycles Are Out of Date—Give
the Britishers What They Want**

London, Aug. 4.—From the utterances of two American papers to hand by the same mail it would seem as though America had entirely got hold of the wrong end of the stick. Let us look at an extract or two and just sift this matter to the bottom. The subject is a fairly old one, but all the same it is one that America has as yet failed to grasp, and, I take it, may therefore be dealt with by a writer like myself who is admitted to be unprejudiced both as regards the American and the home product. It matters nothing to me what people think of my opinions. I hold them because I have taken the trouble to go into the matter at issue and to look at it from more than one point of view, and consequently such opinions as I hold are legitimately gained and honestly maintained.

Now for our extracts: Bearings, page 2,520, says: "The Rudge-Whitworth Cycle Co., one of the oldest and one of the largest cycle concerns in England, has come out with the announcement that its first grade wheels are in the future to list at £16 instead of £30 as before, and its medium grade at £12 instead of £20. It has been forced to this step by American competition and will undoubtedly be followed by many other concerns. There are already nearly two score of branch houses or distributing agencies for American wheels in England, and as the cost of production in this country is undoubtedly less than in England there seems little hope for the trade on the other side of the pond." The article goes on to say that English makers have been forced to use American machinery. True, because the English makers have been too busy to supply.

The other pronouncement is more temper-

ate and more correct in character. It is on page 309 of the American Cyclist, and says: "The cable brings news of a demoralizing cut in the prices of the Rudge-Whitworth product, which is regarded by many people as the standard of output in the English cycle making industry. . . . Evidently lower prices in England will have some effect upon American exportations. It has been told all along that the 'American Invasion' has been purely a result of the inability of the English trade to fill orders satisfactorily, but inferences are to be drawn from several sources that the best of American bicycles have been wanted by a good many English buyers simply because they were what they were, and not merely because the home product was backward in delivery."

Now, I am going to ask an honest, straightforward question: Is it in the real interest of either English or American cyclists that the plain facts of this business should be utterly misrepresented, or is it better that the truth should be told without fear and without favor? I apprehend that every honest man will vote for truth, and in anticipation of such a vote I propose to tell a few truths, truths which I am able to back up with names and figures, were it desirable—only it is not. Let it be taken, however, that I have the facts at my fingers' ends and I know whereof I speak.

So, to deal with these quoted statements in their order. The Rudge-Whitworth company is a curious concern. Some time ago the Whitworth bicycle was made by the Whitworth company, and the Rudge bicycle was made by the Rudge company. The former was making good wheels at a good profit, the latter fair wheels at no profit at all. Judge, then, of the surprise that many

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felt when the amalgamation was proposed and carried out, since which, I believe I am correct in saying, no dividend has been paid by the amalgamated concern, and the popularity of the wheels has certainly not increased. Now, this company has not come out with the announcement that its first grade wheels would list at £16. It has published the fact that its first grade wheels would be sold for sixteen guineas—sixteen pounds, sixteen shillings—more than \$3 over the price given by Bearings. It also advertised that its list prices would remain substantially unaltered. Again, its second graders will not list at £12, but will sell at twelve guineas.

Now, this firm has not been forced to this step by any American competition. Let the American papers get it into their heads that as yet the American competition in this country does not amount to a row of shucks. That is a fact which can not be denied by any person who tells the truth. Any time within the past two years Rudge-Whitworths could be obtained at these prices from many of the firm's agents, especially those in a small way of business. Very probably higher prices ruled on Holborn Viaduct, but I am not exactly dealing with Viaduct prices. Whether the firm's move will be followed by other firms neither Bearings can affirm, nor can I deny. We are neither of us quite sufficiently in the confidence of the English trade. This much, I can say, however. For the last twenty years I have seen the prices of cycles steadily increase despite the shout that goes up certainly twice every twelve months as to a lowering of prices. Last year and this year prices have risen, and if there is any drop at all it will be only to the status quo ante, while the discounts granted will be less and thus in the end the net cash price will remain very much the same as it was.

There are, true, nearly two score of houses engaged in pushing American wheels, but the number does not seem to increase, and on the other hand more than one is relinquishing the business, failing to find it sufficiently remunerative. And so far from the cost of production being lower in America than here, just the very opposite is the fact. When the worst comes to the worst (which I, personally, don't believe it ever will) we can cut the ground from under the feet of American makers. Our house rent is cheaper, our wages are not so high, clothes are about half the price, food about half, and so on. All these points make for a lessening in the cost of production. Material is cheaper, also; and we are on the spot, that is another matter. The man who thinks that a cycle can be produced more cheaply

in America than England, for the English trade, and tries it—is likely to have a very rude eye opener. So that instead of there being little hope for the trade of England, in England, the opposite is the case and it is the American trade in England that has got to keep its eyes peeled.

Now as to the extract from the American Cyclist. With regard to the "demoralizing cut," the depths of its demoralization have been already conveyed and they do not amount to much; also the amount of fact that is in the allegation as to Rudge-Whitworths being the standard. When, however, I come to the statement that "evidently lower prices in England will have some effect upon American exportations" I have struck a solid fact, though not, perhaps in the way that the writer intended. Lower prices in England would simply mean the strangulation of the American trade. American wheels have sold in this country for several reasons: (1)—There has been too great a demand for homemade wheels for the public to obtain supply within anything like reasonable time. Two, three, and four months' wait was common. Only this week I have received a wheel I ordered at the national show, last December. (2)—American wheels could be obtained at once; put down your money and take your wheel away. (3)—American wheels were, and are, lots cheaper than English. With the possible exception of one or two firms no reasonable offer was refused. And even so, some firms could not shift their stock. One very prominent American house posted all London, advertised in nearly all the papers, and sold what America thought to be a high-grade wheel. It was a \$100 affair and all the American wheel papers spoke well of it. My name appears in a certain directory as secretary of a cycling club. I received four letters from the firm offering me a wheel for myself at £10, and I could select it out of stock, while I could have other wheels at the same price if I cared to sell them to my fellow members at a bit of a profit. You can bet I was not taking any. And (although I can not vouch personally for the matter) I was informed upon most reliable authority that 500 of these same wheels were sold by auction at the docks for £5. 12s. 6d. each, say \$26.50.

This is not, by any means, the only firm that has been driven to sell at clearance prices, and only three days ago I was informed that at a certain dock there were so many American cycles which could not be shifted, and had been there so long that the workmen were steadily removing a few a day and nobody seemed to notice the shortage. This is a fact, solid, although I do not state it from personal experience

still I have the information direct and my informant knows what he is talking about. He says, however, that he does not know the actual thieves, and the matter does not come in his department, but the facts remain. Is this nothing, do you think, or is it something of a pill for the American maker to swallow?

To continue: "American bicycles have been wanted by a good many English buyers simply because they were what they were." Taken in its strict grammatical sense the bicycles have been wanted by the buyers simply because the buyers were what they were. And what were they? Fools or otherwise? I do not state, I ask the question. I know this, that every time I go out on my own American wheel the boys "jolly" me past bearing, and want to know if I have dug up my 1890 crock. This because the modern American wheel contains so many points that we have so long discarded. Whether in favor of improved patterns I should not dare to say, but certainly in favor of newer ones. I must admit to preferring the double plate fork-crown to the tubular and the square crank to the round. I like the crank-hanger to have its center about $11\frac{1}{2}$ inches from the ground while my American wheel has it about two inches higher. And I prefer double-tube tires to single tubes. These may be only matters of personal preference, but there they are. And I do like a wheel that is stiff. Take the top and bottom run of the chain of one of my English wheels and grip them together with both hands. The bracket will not budge. Treat my American wheel in the same way and the chain stay will go over and touch the tire. What's the result? Both wheels weigh the same to the ounce, but the English wheel will romp up hills that the American wheel will not look at, although the gear is approximately the same. I took the trouble to write the makers of my wheel a long, long letter telling them what I conceived to be its faults, but they never even said "thank you." Perhaps they did not want to know.

I am not stating these points as any comparison between the cycles of the two nations, but merely as comparison between two wheels I possess. This American wheel is one of the best that America produces. Now in face of this evidence would I, as an ordinary man, a man who buys bicycles and rides them for a hobby, would I be justified in recommending any friend to buy an American wheel instead of an English? Can any honest reader of these facts honestly answer in the affirmative?

But there are some folks who like to be

different from the majority of their fellows. Ladies, especially, are taken with the showy appearance of American cycles and they especially like the high crank-hanger. This of course heightens the framework and the lady looks taller than she really is. If she be a tall girl then she goes for an English wheel, not only on account of its more somber look but its lower frame. The park rider, the gentleman we call a "bikist" as distinguished from a cyclist, the individual who rides in white flannel trousers, soft hat, kid gloves, patent leather boots, and an eye-glass in his eye—this gentleman is often seen in company with an American wheel and the real cyclists who see him sigh because they think he bought it in default of knowing better. I do not say their opinion is right, but it is the general impression upon this side.

Now, what is the outcome of all this? At present the wish is father to the thought, but there is no use in constantly repeating the saying that we in England are appreciating American cycles as they are, because no amount of repetition can make a fact of a fallacy, and a fallacy it is all along the line. The fact is that we do not admire the American wheels. In our eyes they are out of date and unsuited to our wants and needs. So we merely smile and tolerate them. This, therefore, is what American makers have to do: Acknowledge the situation and profit by it. To do this they must drop making what they think is the correct thing and give the English public what the English public want. They want machines built upon English lines and in English style. They want adequate mud guards, gear-cases, and efficient brakes. They want steel rims and double-tube tires, double plate fork crowns and square cranks, such cranks to be fixed to the crank-axle by the old but most effective method of the cross-cotter. They want stiff frames with outside joints and disc-adjustment bearings. They want the best of material, the most careful fitting, enamel, and plating that will stay put. Now, if any American maker will take these words to heart, read, mark, learn, and profit by them, he will do a big trade in England and make a good big profit, but if he is intending to go along in the American fashion he will do well to stop at home, and at the end of twelve months he will be money in pocket.

Here is the whole matter, not from the English point of view, but as seen by one who is accustomed to look at things from various standpoints and to let the truth be spoken though the heavens should fall.

HAROLD QUILL.

OSMOND ON CYCLE CONSTRUCTION

England's Ex-Champion, in an Address Before the Institute of Mechanical Engineers, Tells What He Knows About Building Bicycles—
Morse Chains and Shelby Tubing in Great Britain

London, Aug. 7.—Some few days ago F. J. Osmond delivered a lecture at the annual meeting of the Institute of Mechanical Engineers, held in Birmingham. The title of the paper was "Some Points in Cycle Construction," and from what I have read of the lecture it is evident that Mr. Osmond has a very thorough grip on his subject. It must have opened the eyes of his hearers too wide to let them shut that night to be told upon authority that the margin of safety in a bicycle is only about one-quarter. In other words the wheel that will carry a 150-pound rider might possibly carry a 180 pounder or so, but there the limit of safety ends. With some of Mr. Osmond's conclusions I can not agree. He seems to think that for tandems and multicycles it is better for the crank-hanger to be connected by one large tube rather than two (or more) smaller ones. He says the latter plan affords less rigidity. Eh, what? It was not many days ago that I went up a hill behind a roadster tandem with single-tube connections and the way that framework whipped and caused the back wheel to "kick" almost made my hair stand on end, I thought the frame would fracture at each next thrust on the pedals.

Osmond's Opinions.

During his remarks Mr. Osmond said the rapid development of the modern bicycle was mainly, if not entirely, due to the influence of the racing track in securing the extinction of the least fit. The advance had been made by a lengthy and expensive process of trial and error; but that process would have been far more tedious and expensive if it had been left to the judgment of the average rider to decide what constituted fitness. It was in the final struggle at the end of a well contested race that the fine shades of difference in the speed of machines had been discriminated. That method of experiment might eventually give place to others more scientific and more exact; but the latter were hardly likely to be so popular. The principal causes of inefficiency in a cycle were want of rigidity and friction; a cycle which would be abso-

lutely rigid and entirely without friction would have an efficiency of 100 per cent, that was to say, it represented an ideal perfection which could not be exceeded, and could not actually be attained. Want of rigidity was the more important, and it was in that particular that cycles differed far more than in friction. It was invariably found that the more rigid machine was also the faster. The cause was two-fold.

Firstly, the work done in springing the frame out of shape at each stroke of the foot was not spent in driving at the end of the downstroke, but only in lifting the foot at the beginning of the upstroke. The amount of exertion wasted in that way might be fairly estimated by sitting on a machine with the wheels fixed, and alternately applying and relieving the pressure of the foot on the pedal; the more springy the machine, the greater would be the fatigue experienced.

Secondly, the springing of the frame caused a general condition of instability, due partly to the alteration of the balance through lateral movement of the pedals, and partly to the wheels being forced out of line, thereby causing the machine to swerve from side to side, instead of running a true course. Although the loss of efficiency from that cause might seem slight, the sense of instability had a disastrous effect in marring a sudden effort or in aggravating a steep hill. In a machine with well constructed bearings friction was mainly due to the chain. The consequent loss had been variously estimated; so low as one per cent of the total power had been recently given. It had been said that the factor of safety for a cycle frame was about one and one-quarter. If that was understood to mean that a machine designed for a 168 pound rider should not be ridden by one exceeding 210 pounds, it was probably not far out in most cases, yet a well-built frame would carry a steady load of at least ten times that weight without injury.

Size of Tubes.

With regard to the size of tubes, Mr. Osmond held that, although there was an evi-

dent advantage in increasing the diameter of tubes subjected to bending and tension, yet, as the thickness must be reduced in order to retain the same weight, a limiting diameter to the thickness was soon reached, which could not be exceeded without danger of the tube falling through buckling, induced by some local stress due to dents, etc. That ratio was much smaller when the tubes were curved, as in handle-bars, which if made of too thin metal would fail at the bend, and not at the junction with the stem, where they ought to fail first if their strength was calculated from the bending moment only. In multicycles, where heavier tubes are necessary, the diameters might be considerably increased with great advantage to the general strength and rigidity.

For tandem and triplet cycles, Mr. Osmond recommended tubes twenty-five per cent larger in diameter than for single machines, which gave about fifty per cent more rigidity for the same weight. Touching upon the advantages of aluminium and its alloys as compared with steel, Mr. Osmond said the best aluminium alloys had about sixteen per cent less strength and rigidity when drawn into tube than a steel tube of the same weight and outside diameter; but owing to its much greater thickness the aluminium tube could be made of much larger diameter without danger of buckling. For handle-bars aluminium had greater advantages; and if it could be readily plated it would be really valuable for that purpose. The difficulty of jointing was much against it in most cases.

Webbed Tubes Weaker.

Passing to the testing of tubes, the author said that, when tested with proper precautions, webbed tubes were both weaker and less rigid, weight for weight, than plain tubes, a result which accorded with theory. Corrugated tubes had the advantage of resisting local stress better than plain tubes; but they were less rigid, weight for weight, and presented difficulties in jointing. Nickel steel was as rigid as carbon steel and had the advantage of a higher elastic limit; it was therefore well suited for the two front tubes of a cycle, which were the most subject to vibration. In other parts, where the elastic limit was not so nearly approached, it had no advantage over ordinary steel. It was a mistake to suppose that the mildest steel was the safest under vibration; owing to its low elastic limit, it was more liable to break off short from vibration than harder steel containing up to .8 per cent of carbon. As to the means of securing rigidity, Mr. Osmond said that in considering the design of a safety bicycle frame too little attention

was generally paid to what might be called the driving stresses; that was those set up by the pressure of the foot on the pedal, which caused lateral distortion of the frame. There were two distinct cases to be considered; first, when the pressure of the foot was balanced by a pull at the handle on the same side; and, second, when there was no pull at the handle. In the first case the distortion was confined mainly to the front part of the frame, consisting of the head tube, the upper and lower front tubes, and the seat-socket tube. In the second case, when the pressure of the foot was not balanced by a pull on the handle, the distortion was not confined to the front part of the frame, but every member was twisted and bent simultaneously. Rigidity thus depended mainly on the joints throughout the frame.

Avoiding a Weakness.

The stresses set up were much the same as if the wheels were fixed, and the frame twisted by means of a seat-pillar. That source of weakness was avoided in the author's practice by brazing the back forks and chain-stays together, without any flattening or weakening of the section, and by reinforcing the joint with a wrapping of sheet steel. At the junction of the seat-socket tube, the back forks were also brazed on, and the solid end-piece, after brazing in, was recessed to take the seat pillar bolt. But the chain-stays, continued Mr. Osmond, were, perhaps, the most important part of the frame of a cycle; they were certainly the part about which the greatest difference of opinion existed. Before the extreme importance was realized of a narrow tread for constituting a straight running machine, round chain-stays of $\frac{3}{8}$ -inch diameter were often used, which gave ample stiffness, but now that there was a premium on every $\frac{1}{8}$ -inch under five inches clear width between the pedals, it was necessary to reduce that diameter to about $\frac{5}{8}$ -inch. A tube of round section $\frac{5}{8}$ -inch diameter was only about half as stiff as one $\frac{3}{8}$ -inch diameter of the same weight and had only about seventy per cent of the strength. It therefore became necessary to use a section giving greater rigidity and strength than the ordinary round tube. The choice lay between oval, rectangular, and D sections. The last of those has been chosen by the author as the most suitable, in consideration of the stresses to be met, and because for the same width and weight they were more rigid than either round or oval tubes.

Regarding Multicycles.

With regard to multicycles, Mr. Osmond urged that the necessity for lateral rigidity was even more apparent in multicycles than

in single machines. It was found that any want of unison in the efforts of the riders had a disconcerting effect, which greatly detracted from the pace and from the power of going up hills. It was only by the employment of tubes of larger diameter that the increased distorting stresses could be properly met. The form of frame now generally adopted had for its principal feature a horizontal tube running from the bottom of the head, parallel with the top tube which started from the top of the head; the lower line of tube was braced by means of light diagonals to a single bottom-tube of $1\frac{3}{4}$ -inch diameter. The form of frame, while not superior in strength or rigidity to that having diagonals running from the top tube to the bottom without an intermediate tube, possessed a great commercial advantage in the fact that frames could be built of different heights without altering the angles of the lugs, simply by raising the top tube.

Mr. Osmond expressed a preference for the roller-chain, and upon the question of gear he said the crank length was so closely connected therewith that they could not properly be considered separately. The length of the crank must be decided by the rider's natural length of stride, and the ratio of multiplication of gear to length of crank must depend upon his muscular development; both of which data might be approximately ascertained by measurement. The gear was, then, the product of the two factors so determined. The maximum ratio of multiplication for road riding was about twelve times, and the minimum about nine times. The maximum length of crank might be taken as about $7\frac{1}{2}$ -inch, and the minimum 6-inch. Hence the gear might vary from 90-inch down to 54-inch.

At the same meeting, T. B. Sharp opened a short discussion, addressing himself to the construction of the frame. The great difficulty, he admitted, was the brazing, which weakened the frame to the extent Mr. Osmond stated. He suggested that there were two ways of getting over the matter. One was to make the tube with thickened ends where the brazing took place. A better method still, if they could get a good arrangement for doing so, was to adopt a mechanical fixing and do away with the brazing altogether. The speaker explained his idea, to show that the frame might be

twenty per cent stronger than the existing one, and that there would be no brazing, no dangerous points, and that it would not shake loose. Mr. Osmond held the opinion that even though brazing itself deteriorated the tube, it was very much the best way of joining. He was waiting for thickened ends, but could not get them. He should certainly use them when he had got them.

Morse Chains in England.

I am glad to hear that the visit of F. L. Morse to this country has been productive of very fair results. He has booked a handsome order from the Triumph Cycle Co. for Morse chains and it is possible that the old established Centaur company may follow suit. These two firms make two of the very finest wheels turned out in this country, and a friend of mine (who is a Morse chain enthusiast) declares that the adoption of this accessory will put those two firms quite at the head of the procession. I also understand that it is quite possible the Morse chain will be made in this country next year, and may be even before.

There has been a fine hubbub at Nottingham. Employed in the cycle-making shops are certain members of the Amalgamated Society of Engineers and this precious crowd struck last March for an increase of fifty cents a week. The masters had no option but to yield; however, they thought that they could show the master to be as good as Jack and so they combined. And now that the slack season has arrived, when the new patterns are being thought out, the whole of the engineer society has been given the sack.

Stock in the Simpson Chain Co. is losing its value so fast one can almost hear it fall. One scarcely ever hears it mentioned these days, though one may see the printed announcement that the \$50 shares are worth rather less than \$1 apiece.

Shelby People in England.

Some long while ago I ventured to forecast that whereas at that time it was England supplying America with tube, the tables would be turned ere long. Time deals very kindly with me, and today there are four or five makers of American tube represented in this country, the latest arrival being the Shelby people, and from all that I can gather they appear to have come to stay.

C. W. BROWN.

TENSION OF SPOKES IN BICYCLE WHEELS

By D. W. Hering, Professor of Physics, New York University

In the rapid and extensive evolution which the bicycle has experienced within a few years, every item in its construction has been made a subject of study by experts, and the result is now generally regarded as a triumph of mechanical skill, combining safety, beauty, and comfort. Manufacturers take pains particularly to remind the public that the severest and most delicate tests are applied to the material used and to the bearings, fastenings, adjustments, etc., not hesitating to claim perfection with more assurance than accuracy.

Opinions may differ as to just what part of a bicycle demands the highest perfection in its construction, but while conceding the importance of a good frame, and the advantages of frictionless bearings, it will hardly be denied that the wheels themselves are entitled to close attention. Notwithstanding the improvements that have been made in these, even since the adoption of pneumatic tires, there is yet a serious defect in the wheel as now constructed when considered from the engineer's point of view.

In bicycle wheels the axle with the weight which it sustains is suspended from the rim by the spokes, which are, therefore in tension. If rotated on the axle without touching the floor, the mechanically correct wheel will be round and centered or "true," and all spokes will be equally taut. The utmost tension in any spoke would be just so much that when the wheel was bearing its load, the spoke in its most relaxed position would not be slack. It is customary to connect the rim to the hub by inserting the spokes, and then to tighten one spoke or another until the wheel runs true. As the rims are of varying diameters, the differences sometimes in wood rims amounting to one inch in a 28-inch wheel, this truing up process results in all degrees of tension in the spokes, and since the workman has no definite standard by which to be governed, the whole operation is haphazard as to the tension in the least-strained spoke. The wheel in some instances might be made just as true and yet every spoke be less drawn upon. On the other hand, the wheel may

be strung up to such a pitch as to leave for the tightest spokes but little margin of safety under a heavy load or sudden jolt.

The substitution of tangent for direct radial spokes has been of advantage, by permitting a less clumsy construction with greater security of attachment at the ends. As the spokes are usually arranged, the hub is in suspension from four nearly vertical spokes in two pairs, the first pair having one spoke tangent on, say, the forward side at the right end of the hub and the adjacent spoke tangent on the other side of the hub at the left end. The other pair consists of the next spokes forward and back, the first attached to rear of hub at the right end and the last to front of hub at the left end. For example, in the Figure, Nos. 1 and 36 constitute the first-described swing or stirrup, and this is further sustained by 2 and 35; then come 5 with 4 and 6 with 3, and thus the system of suspension is distributed around the wheel, so that as the wheel travels, the load on the hub is supported by successive groups of four spokes. This general plan is modified somewhat by different makers, the spokes being sometimes tied together where they cross. In at least one other instance the makers claim an advantage in the way the spokes which cross frequently are interwoven.

To determine just what initial tensions exist in new wheels supposed by their makers to be ready for riders, as well as to compare those of different companies, an examination was made of each wheel on five different bicycles, or ten wheels in all. The bicycles were all said to be "high grade," four being listed at \$100 each or more. They were 28-inch wheels with wood rims and with tangent spokes, including those bent or hooked at the hub, and those straight. The number of spokes to the wheel ranged from 28 to 40, the rear wheel in every case having from 4 to 8 spokes more than the front one. The spokes ranged in diameter from .058-inch to .07-inch. The length, diameter, and density of the spoke being determined, the note which it sounded on being plucked was observed by comparison with a standard tuning fork or pitch pipe,

and from the corresponding number of vibrations the tension was computed from the familiar formula of physics:

$$P = \frac{n^2 (2r)^2 l^2 \bar{n} d}{g}, \text{ in which } P \text{ is the}$$

stretching force in pounds, n , the number of vibrations per second, r the radius and l the length of the spoke, both in inches, d the density in pounds per cubic foot, and g the acceleration of gravity in inch seconds.

The suggestion that the spokes of a wheel should all be brought to the same tension by tuning them to the same pitch has been made, perhaps, many times. Such tuning would only replace one evil by another, for then the wheel would not be round. The purpose of this paper is to show what irregularities are to be met with in the best wheels.

The machines that were examined may be designated as A, B, C, D, and E, and the figure representing the rear wheel of model E, together with the appended table, will serve as an illustration for all, although the actual values are different in the different cases.

Table of Initial Tension of Spokes in Bicycle E.

Spoke No.	Front wheel.		Rear wheel.	
	Relative tension.	Actual tension in lbs.	Relative tension.	Actual tension in lbs.
1.....	1.....	69.....	1.414.....	113
2.....	1.414.....	97.....	2.52.....	202
3.....	1.414.....	97.....	1.26.....	101
4.....	1.78.....	123.....	1.59.....	127
5.....	1.78.....	123.....	2.25.....	180
6.....	2.....	138.....	2.....	160
7.....	1.78.....	123.....	1.59.....	127
8.....	1.78.....	123.....	2.....	160
9.....	1.26.....	87.....	2.25.....	180
10.....	1.78.....	123.....	1.59.....	127
11.....	2.....	138.....	2.....	160
12.....	1.59.....	110.....	2.....	160
13.....	1.59.....	110.....	1.59.....	127
14.....	1.59.....	110.....	1.41.....	113
15.....	1.59.....	110.....	2.....	160
16.....	2.....	138.....	2.....	160
17.....	1.59.....	110.....	1.41.....	113
18.....	1.26.....	87.....	2.....	160
19.....	1.59.....	110.....	1.78.....	143
20.....	1.59.....	110.....	1.41.....	113
21.....	1.26.....	87.....	2.....	160
22.....	1.78.....	123.....	1.41.....	113
23.....	1.41.....	97.....	1.41.....	113
24.....	1.41.....	97.....	2.....	160
25.....	2.....	138.....	2.....	160
26.....	2.....	138.....	1.22.....	90
27.....	1.59.....	110.....	2.....	160
28.....	1.59.....	110.....	1.41.....	113
29.....	.....	.....	1.59.....	127
30.....	.....	.....	2.....	160
31.....	.....	.....	1.26.....	101
32.....	.....	.....	2.25.....	180
33.....	.....	.....	1.78.....	143
34.....	.....	.....	1.....	80
35.....	.....	.....	2.25.....	180
36.....	.....	.....	1.41.....	113

Besides the range and variety of tensions which the table shows, it is also interesting for showing the comparison of tension in spokes adjacent to one another, and in any

four comprising one suspension group. Great and unexpected differences are seen as where No. 34, with 80 pounds pull, is followed by No. 35, with 180 pounds.

Table of Greatest and Smallest Initial Stresses.

Bicycle wheel.	Tension	
	Least, lbs.	Greatest, lbs.
A Front.....	88	156
Rear.....	78	156
B Front.....	92	175
Rear.....	61	109
C Front.....	75	150
Rear.....	62	139
D Front.....	108	216
Rear.....	65	165
E Front.....	69	138
Rear.....	80	202

Model B showed greatest uniformity and least range of stress, it being the only one of the five in which there was not a difference of 100 per cent between extremes. Samples of the spokes used in B, C, and E were tested as to their ultimate strength with the following results:

	Sectional area, sq. in.	Max. load before breaking	
		lbs.	Lbs., sq. in.
B First specimen.....	.00288	535	185,800
Second specimen.....	.00288	550	191,000
C First specimen.....	.00285	575	201,750
Second specimen.....	.00285	465	163,200
E First specimen.....	.00386	455	117,900
Second specimen.....	.00386	455	117,900

It thus appears that the stress in the spokes of the unloaded wheel is not only in many cases a large fraction of the ultimate strength, but, as will be seen, is in all instances considerably larger than any stress due to the weight of the heaviest rider upon a smooth road. The distribution of weight on a bicycle, of course, depends largely upon the method of the rider, and the effort he is expending upon the pedals, but if we assume an apportionment suggested by some experts of twenty per cent of the weight on the saddle, sixty per cent on the pedals, and twenty per cent on the handle-bar, we shall not be excessive in our estimate of the load on the rear wheel. The frame is about equally supported on the two wheels and the above distribution, for a rider weighing 160 pounds, added to the weight of the frame, would place about 100 pounds on the rear axle. Dividing this equally among four spokes, the initial tension is increased by only twenty-five pounds in each spoke, but this is with the load quiescent and most favorably placed. It will be seen, however, that this additional weight produces a severe trial upon the spokes when the wheel is ridden over rough places.

If a weight of twenty-five pounds were dropped one inch and caught and checked suddenly by the best spoke in the above tests, the resilience thereby occasioned in the spoke would represent a maximum pull

of 512 pounds. A sheer drop of the loaded wheel through a height of one inch upon a solid surface would develop in the same way, if the rim and tire were rigid, a pull of 512 pounds in each spoke in addition to the stress from the quiescent load and the initial tension. Few if any of the spokes could stand it. Of course, such an extreme case could not well arise in fact. This stress could only result if the spoke were attached to an unyielding support. The effect is mitigated somewhat by an elastic resilience of the rim, but most especially by the tire. That is the great merit of the pneumatic tire. Just how far flexibility is desirable in the rim may be questionable; undoubtedly it is in the tire that the qualities of a cushion are looked for, but if the tire is pumped "hard," a ride over rough pavements or a car track will surely give to the spokes an appreciable if indeterminate share of additional stress. If the tire is soft enough to permit the rim to strike an obstruction, the effect is worse than with the hard tire. If flexibility of the rim is desired, then there should be but few spokes, three groups or twelve in all being better than a larger number, but if the rim is to be rigid, a large number of spokes is better, and this in turn would secure greater uniformity of initial tension.

Recognizing that the elastic resilience of the rim or the tire or of both is the safeguard of the spoke under a severe jar, there is still an indeterminate element in riding that intensifies the strain in the spokes. That is the possibility of such a succession of jars as to fall in with the stress in the spoke periodically, like the rhythmic occurrence of small vibrations which after a few repetitions may become serious even in strong structures. Any such synchronizing in the case of the bicycle could continue for a very short time at most, but a very few jars succeeding at proper intervals would make the strain serious. The softness of the wood must be of further service, although in so far as the inequality of tension is relieved by the spoke caps sinking into the wood, in so far the wheel becomes distorted, and it must then be trued up again, in which process the old fault may be renewed and perhaps aggravated.

The initial tensions as tabulated above seem great, and they are probably needlessly so, but the last turn of the screw may be responsible for the most of the excess, for after all the spokes are taut, a very little further screwing up of any one means

a large additional strain upon it—how large is scarcely appreciated by the ordinary repairman, who is generally not very discriminating. If the rim were unyielding (and the tighter the wheel is strung, the more

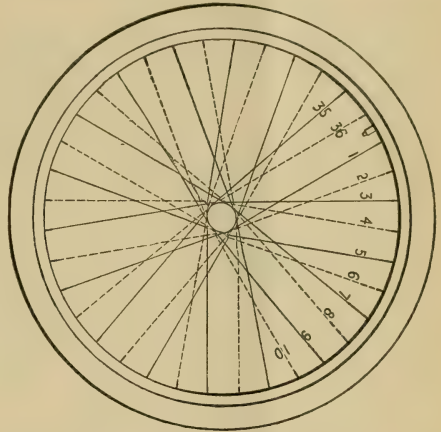


Diagram of Model E, rear wheel.
(Full lines represent the spokes connected to right end of hub; broken lines those connected to the left end.)

rigid it becomes) a single turn of the screw having fifty-six threads to the inch would mean a pull of sixty six pounds additional upon a spoke of No. 14 wire, eleven inches long.

Whatever may be the best remedy for the defect, it is not good engineering practice to operate any machine that is subject to vibrations or shocks, with so small a margin of safety in any of its members as is seen to exist in bicycle wheels. Rims more nearly round to begin with would make so unequal and therefore so great initial tension unnecessary. Perhaps wood rims can not be made as true as metal ones, but an improvement in quality can doubtless be made if effort is directed to it. No matter what kind of rim is used the mechanic should not evade the responsibility for excessive tightening of the spokes on the plea that they are not tuners. A maximum tension ought to be established, beyond which they should not be allowed to go, and a rim which required more than this ought to be rejected. That would give to a rider a wheel that would remain true for a longer time than is now the case, and would be more satisfactory to him than a guaranty from the makers to replace a spoke free of charge.—Engineering News.

RECENT PATENTS

New Brazeless Joint.

Fig. 1.—587,695.—Frame joint; F. Billing and W. E. Partridge, Birmingham, England; application filed December 11, 1896; serial No. 615,393.

In order to join thin tubes without brazing, the following construction is employed: Into the end of one tube is inserted what may be termed a "liner," provided with circumferential grooves. The tube to be joined is then inserted, its surface passing between that of the first tube and the liner. When in position, pressure is applied and the tubes are compressed into the grooves of the liner, preventing longitudinal movement.

Decker's Chain Adjustment.

Fig. 2.—587,710.—Chain adjustment; W. L. Decker, Worcester, Mass.; application filed September 3, 1895; serial No. 561,368.

By means of this construction, the tension on the chain may be adjusted and the rear wheel removed from the forks without removing the chain. The rear part of the frame A is formed with a split bearing plate, and in this is held to rotate a ring or disc. Eccentrically held in a slot in the periphery of this disc is the axle of the rear wheel. The ends of the split portion of the frame are far enough apart to permit the passage of the axle. A bail and set-screw is used to secure the parts in place. By loosening the same and the usual nuts, the disc may be turned to adjust the chain, or into such a position that its notch registers with the split (Fig. 2^a), permitting the removal of the axle.

Decker's New Saddle-Post.

Fig. 3.—587,711.—Saddle support; W. L. Decker, Worcester, Mass.; application filed March 9, 1896; serial No. 582,319.

This device is designed to permit the removal of the saddle, or its adjustment longitudinally or to any angle. The top of the post is formed with overhanging flanges C, making guideways within which slides a plate D, which is held therein by a screw H. This plate has upturned ends having concave recesses in which rests a sleeve G', carrying a depending screw G (Fig. 3^a), which passes through a hole in the plate D and is held by a nut. In the sleeve are two semi-circular blocks, between which rest the saddle wires F. By loosening the nut G² the blocks may be rotated, thus changing the tilt of the saddle, or the saddle wires

may be moved forward or back. By loosening the set-screw H the saddle may be removed from the post.

Buckler's Variable Gear.

Fig. 4.—587,787.—Adjustable speed gearing; L. T. Buckler, Philadelphia, Pa.; application filed May 23, 1896; serial No. 592,833.

This construction may be operated so as to produce at the will of the rider either "power or speed." To the crank-shaft is secured a toothed wheel L, and loosely journaled thereon is a bevel gear H. Also journaled on a stub-shaft on the crank-shaft is a pinion E, which meshes with the gear H, and a second gear F secured to the frame. The sprocket wheel is supported on the wheels L and H, and has internal gear teeth and by means of the shifter N may be made to engage either the wheel L or the wheel H. If the former, the driving is direct, and power is the result, while if the latter, the driving is indirect, being through the wheels F, E, and H, and the loss in power is made up in speed.

Gram's Cycle Support.

Fig. 5.—587,811.—Support; E. W. Gram, Las Vegas, N. M.; application filed July 18, 1896; serial No. 599,610.

This support is to be used mainly by beginners to prevent falling. It consists of a yoke 8 carrying rollers suspended by links from the rear axle. A rod joins the yoke to a latch on the frame, and a strong spring on the connecting rod holds the wheels off the ground. The latch may be operated to push the rod rearwardly, and consequently to push the wheels into contact with the ground.

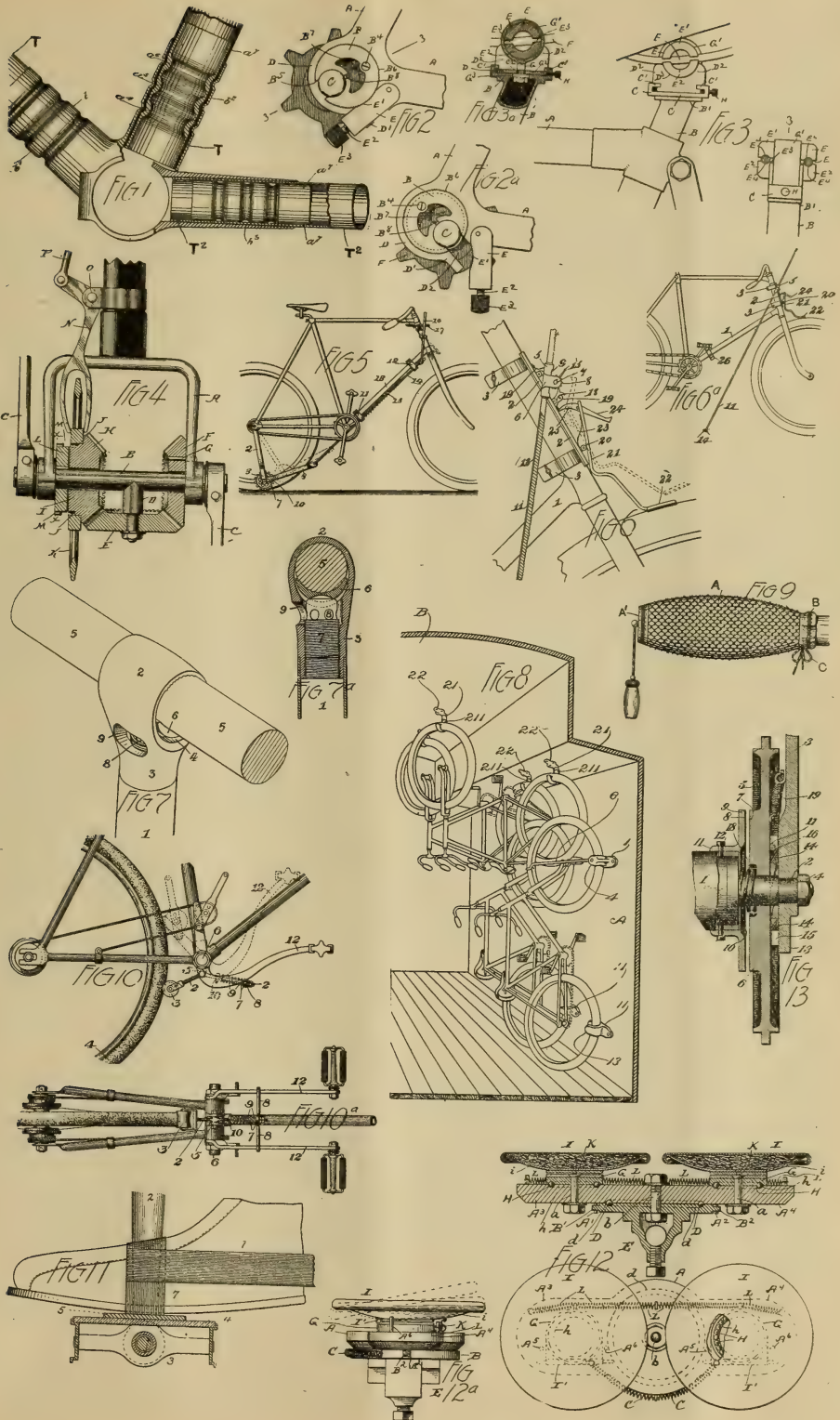
Bengert's Bicycle Support.

Fig. 6.—587,917.—Bicycle holder; J. F. Bengert, Brooklyn, N. Y.; application filed September 11, 1895; serial No. 562,122.

In this support the legs 11 are supported in a slide on the head of the frame, and are provided with a rack, with which a pinion 8, operated by a handle 15, engages. A lever 24 serves to press the brake 22 against the wheel. To lower the support, the legs are first disconnected from the clip 26 (Fig. 6^a). They will then turn on their pivots and may be adjusted up or down by the pinion 8. The brake will prevent forward or backward motion of the wheel.

Dawes' Adjustable Bars.

Fig. 7.—587,938.—Fastening for handle-bars; Robert Dawes, Philadelphia, Pa.; ap-



plication filed August 29, 1896; serial No. 604,300.

This adjustment is to be used on handle-bars to enable the rider to change the angles of the grips. The handle is received in an opening in the head 2, and a shoe 6 (Fig 7^a), is pressed against the handle by a screw 7, concealed within the stem and operated by a suitable tool.

Elliott's Baggage Car Cycle Holder.

Fig. 8.—587,945.—Holder for bicycles; S. Elliott, Newton, Mass.; application filed November 20, 1896; serial No. 612,797.

By this arrangement, bicycles may be safely carried in railway cars, etc., and yet leave a passageway permitting the movements of persons or the storing of baggage. To the sides of the car are secured clips or hooks 11 to receive and hold the rear wheel, and a suitable distance above the same is another similar clip. But this latter has a pivoted bail 6 which passes over and is pressed against the front wheel holding it from turning in the head. Above a row of wheels so secured, other wheels may be suspended from the top of the car by means of hooks, as shown in the illustration.

Net Covering for Grips.

Fig. 9.—587,956.—Handle protection; M. Goodman, J. J. and W. R. Rawlings, London, England; application filed September 30, 1896; serial No. 607,434.

On account of the fact that grips of absorbent material soon become soiled, and those of horn or celluloid are uncomfortable, being non-porous, this inventor makes an elastic netting of knit fabric, closed at one end, and adapted to be slipped over the ordinary grip and held in place by a cord B. This cover will closely adhere to and follow the convolutions of the grip on account of its inherent elasticity.

Smith's Brake for Lever Wheels.

Fig. 10.—588,023.—Bicycle brake; W. D. Smith, Denver, Colo.; application filed November 19, 1896; serial No. 612,670.

This bicycle is operated by levers instead of cranks, and the object of the invention is the application of a brake to such a mechanism. An arm 2, pivoted on the frame, carries a brake roller 3. This arm has a cross piece 8 (Fig. 10^a) which extends into the path of the levers. This cross-piece is pivoted to the arm 2, and by depressing the levers alternately in the action of driv-

ing, a reciprocating motion is imparted to the piece 8. But should both driving levers be depressed simultaneously, the lever 2 would be operated and the brake applied to the wheel.

Tudor's Magnetic Foot Retainer.

Fig. 11.—588,038.—Bicycle pedal; H. Tudor, Boston, Mass.; application filed October 9, 1896; serial No. 608,343.

In order to dispense with toe-clips, this inventor fastens a permanent magnet on the pedal and provides the shoe of the rider with a detachable plate of soft iron. The utility of this device is obvious,

Upson Brothers' Ball Bearing Saddle.

Fig. 12.—588,039.—Saddle; J. W. and G. D. Upson, Cleveland, Ohio; application filed September 15, 1876; serial No. 605,900.

These inventors have endeavored to produce a saddle which will conform to the various movements of the rider. To this end a plate A³ and A⁴ is pivoted to rotate in a horizontal plane, and on each end of this plate is pivoted another circular plate. These latter plates are formed in two hinged parts which permit a tilt of the plates should the rider lean forward (Fig. 12^a). Springs are employed to limit the horizontal vibration, and all the parts rotate upon ball bearings.

Rockwell's Automatic Brake.

Fig. 13.—588,088.—Bicycle brake; E. D. Rockwell, Bristol, Conn.; application filed November 7, 1896; serial No. 611,321.

In this brake a friction plate 9 is secured to the frame. The sprocket wheel 5 is loosely journaled on the crank shaft and has a hub 7, which may be pressed against the plate 9. One side of the hub has an annular series of clutch teeth with beveled faces, and with these are adapted to engage similar teeth on a disc secured to the crank or crank shaft. A spring 18 holds these teeth in engagement, and when pedaling forward the sprocket wheel is driven. But on back-pedaling the beveled faces of the teeth cause the sprocket wheel to be pressed against the plate 9, and the speed of the bicycle is consequently reduced. To prevent a too sudden action of the brake, a spring 19 is secured to the sprocket wheel and the crank, the tension of which must be overcome before the brake may be applied. J. W. ANDERSON.

TRADE LETTERS

TOLEDO TRADE HAPPENINGS.

Several of the Manufacturers Swindled by
Sharps—Saddle Business Good—The
Bancroft Business.

Toledo, Ohio, Aug. 16.—At least three bicycle manufacturers in Toledo are known to have suffered heavy losses through the swindling methods of a trio of eastern sharpers. The story goes that the rogues opened headquarters in certain localities of New York and other cities, and, after adopting the name of some responsible dealer, and dealers, by the way, who had good commercial rating in Dun's and Bradstreet's, sent letters of inquiry to manufacturers throughout the country asking for prices and terms on 25, 50, or 100 wheels. When the manufacturer looked up his rating he, of course, found him A1. Next day would bring a telegram for the immediate shipment of a consignment of wheels. These were sent in good faith by the manufacturers. The operators would remain in one locality for as long as three or four weeks and then move to pastures new, opening correspondence with another manufacturer in another locality. Three of these names are Russell, Groom, and Ruffhead. How many more firms throughout the country that have been caught in the same way is not known. Neither is it known what became of the goods or of the swindlers. Many others besides the Toledo manufacturers have perhaps been caught in the same way, if they would only own up to it.

Good Year for Park Saddles.

This has been a good year for the Park saddle, according to its manufacturers, the C. Z. Kroh Co., which has been shipping its product all over this country and to many foreign countries. C. Z. Kroh says results have all been favorable to him and that the saddle has evidently given the best of satisfaction wherever it has been sold. It is possible that he will reduce the price on the '98 saddle as compared with the '97 saddle, although next year's product will be practically the same as this season. Some improvements and changes are to be made, however. Mr. Kroh is figuring on an iron cantle, instead of the wood cantle used on the '97 saddle, and announces that the new product will be neater and more attractive.

The '97 trade was not what was expected by the Kroh people, but when one stops to consider the number of cheaper saddles in the market the business was remarkably good. The '98 Kroh product will be of best material, but somewhat cheaper in price, as announced by Mr. Kroh. The business is to be pushed harder next year in every direction.

Harden Saddles.

Geo. E. Harden of the Harden Saddle & Specialty Co. reports an order of 100 saddles from a New York firm, to be sent out just as soon as they can be manufactured. He says the saddle trade for 1897 is ended, but that orders continue to come in to him at intervals. The Harden saddle has been a good seller this year and it kept the plant busy to supply the demand. Had he been given greater facilities Mr. Harden could have found it possible to fill many more orders.

Working at the Yost Plant.

Last week found 175 men at work in the Yost plant, with an average daily output of seventy-five wheels. To get out this number it was found necessary to keep several of the departments open at night, such as the assembling and shipping rooms. Not another order can be filled by the Yosts this year, as the balance of the season is all taken up with back orders for large consignments. The reopening of the Yost plant came as a boon to many workmen, who will undoubtedly be retained until the middle of next season. Mr. Yost's kind treatment of his employes brings back his retirement from the firm of Lozier & Yost in 1892. When he left that institution the employes presented Mr. Yost, as a mark of their esteem, with a pair of diamond studded cuff buttons, worth many dollars. Mr. Yost seldom wears them, but values them more for their associations. The story of the presentation has never appeared in print, so it will be interesting in this connection.

The Kirk-Young Plant.

Within another week the directors of the Kirk-Young Mfg. Co. will meet to close up the business of the year, as well as for the annual election of officers. Inventory of the plant is now about completed and the stock is almost cleared away for an early commencement on the '98 season. The annual meeting had been scheduled for

August 1, but was necessarily delayed by the absence of General Manager Kirk in Philadelphia. In last week's press dispatches it was stated that a Philadelphia firm handling Yale wheels had failed, and that the Kirk-Young people were named as preferred creditors. They are not preferred creditors, however, in the true sense of the word, for all wheels were sent there on consignment, and the Toledo company is merely secured against possible loss on its goods. By the deed of assignment the Kirk-Young people will, of course, be fully protected. Manager Kirk had been in Philadelphia several days, presumably to close up '97 business and to arrange for a '98 campaign. He returned Tuesday evening. It is not likely that there will be any change in the directory and management of the Kirk-Young plant for 1898. F. E. Southard will doubtless be re-elected president, E. E. Kirk vice-president and general manager, and A. W. Colter secretary and treasurer, the latter assuming the duties of H. J. Young, the retired official. The company has made from 5,000 to 6,000 wheels this year. An estimate of the output for '98 would at this time be rather problematical.

Bancroft's Business.

It is now less than a month since the firm of J. E. Bancroft & Co. was organized, but the head of that institution, J. E. Bancroft, reports that more orders have been secured than can reasonably be filled in a given time. He has already secured jobbing houses in Chicago, Detroit, Cleveland, and other points, and has made arrangements with dealers in other cities to handle his line of ovens, cements, and vulcanizing compounds. Two salesmen have been on the road since the new company was launched and D. Reeves, who was connected with the old company, is booking orders for the sale of the High Pressure goods. Some of the articles to be manufactured are the patent unvulcanized plugs, plain vulcanized plugs, patent unvulcanized valve stems, pure rubber cut patches, pure rubber patching, unvulcanized stock, patent unvulcanized ducking, cleaning fluid, liquid rubber compound, heavy rubber paste compound, hard tire cement and liquid tire cement.

The High Pressure vulcanizer and enameling oven will be made a prominent feature of the High Pressure goods. Eight different qualities of rubber will be used, coming for the greater part from Brazil. Other qualities will come from Madagascar, Colombo, and South Africa. Mr. Bancroft will buy all his supplies through eastern exporters. Rubber is often brought from Cape Town, South Africa made o

cement, and shipped back there. This is one of the peculiarities of the rubber trade. The Bancroft company expects to have out in about six weeks a catalogue telling all about the sale and shipment of High Pressure goods. The High Pressure vulcanizer, which is smaller than most vulcanizers, is said to be neat, simple, and just as effective as the most expensive machine on the market. The manner of operating it is exceedingly simple, and the most effective work can be done by the ordinary novice. It does not need watching, will not burn the tires, and will not vulcanize a tire out of shape. After the tire is prepared it is merely clamped in the machine and started. As soon as the tire is finished the heat ceases, and the tire can be removed from the machine at leisure. The heat is generated through the use of alcohol. A sufficient amount of material accompanies each machine for twenty-five repairs. The machine weighs fourteen pounds, and is packed complete for delivery.

As already announced the Bancroft company will fit up the plant on Erie street, formerly occupied by Arlington U. Betts & Co. It has made arrangements to supply nearly all the local jobbers and looks for an extensive trade during the '98 season. It is probable that a stock company will be organized for the manufacture of the goods, as Mr. Bancroft has announced that the "Co." was left open for new capital, in the event of the formation of a company.

The Tube Industry.

Though nothing has been heard from Edward Warwick since he started for England, it is believed that the details for the purchase of the American tube industry, including the American Weldless Steel Tube Co.'s product plant out Dorset street, has been finally consummated. There is no laxity in the work at the plant, although operations have hardly been started. Secretary Gage, who is at present guiding the destinies of the industry, reports a force of seventy-five men, working five days in the week. The force is in much better shape than it was at this period last year, because nothing had practically been done during this period of '96. In a few days the Monarch Cycle Co., whose contract has been secured, will send specifications for its '98 supply of tubing. As soon as this is received the plant will start in earnest, for there are many more contracts awaiting only specifications to start the work. The order of the Viking people, who are making 1,000 wheels, as reported last week, is now about filled, and the Snell contract, asking for tubing for the same number is being sent out. The tube

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1897 Columbia Bicycles

Standard of the World.

\$75 to all alike.

Columbias are the only wheels built of the famous
5 per cent Nickel Steel Tubing.

1896 COLUMBIAS	\$60
1897 HARTFORDS	50
HARTFORD PATTERN 2, WOMEN'S	45
HARTFORD PATTERN 1, MEN'S	40
HARTFORD PATTERNS 5 AND 6	30

POPE MFG. CO., Hartford, Conn.

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people have also secured the Snell contract for next year. It is announced that about the latter part of this week or the first of next 60,000 feet of tubing is to be shipped to Boston, being consigned to an exporting and jobbing house. ARCHIE CLARK.

GERMANY COPIES AMERICA.

Consul-General Mason's Report Tells How Some of Emperor William's Subjects Fight Yankee Wheels.

Washington, D. C., Aug. 12.—Consul-General Mason, at Frankfort, has forwarded to the State Department his annual report for the year 1896, which contains many facts of interest to American manufacturers who are desirous of extending their trade in Germany. Mr. Mason says the past year and the first six months of 1897 have witnessed a notable increase in the export of certain kinds of American manufactured articles to Germany. Particularly is this true of bicycles, bicycle parts, and various kinds of sundries, in all of which lines the superiority of the best American makes is clear and undisputed.

The importation of American bicycles has continued on a scale far beyond any previous year and the product of several leading makers is now retailed in all the more important cities. Their price is from twenty to thirty per cent greater than is asked for home-made wheels, and they are used generally by the more wealthy, luxurious classes, who appreciate and can afford to pay for the best of everything that can be obtained. This has naturally aroused the German bicycle manufacturers to an attitude of militant hostility against all imported bicycles, especially those of American origin, which are recognized as the most dangerous to their own trade. Their resentment has taken the form of fervid appeals to the government to impose greatly increased duties on all imported bicycles, with a differential and much higher rate against those of American manufacture.

Several of the cycle trade journals, organs of the manufacturing interest, refuse to accept advertisements of American bicycles or fittings and their editorial columns are eloquent with patriotic appeals to their countrymen to ride only German made wheels.

Copying American Wheels.

Meanwhile, the German cycle manufacturers, of whom there are about fifty established firms, employing in all over 25,000 workmen, have gone on studying and copying many of the superior features of high-grade American bicycles, and have thus

rapidly improved their standard of excellence, though it is conceded that the peculiar grace of model, easy-running qualities, and rigidity of structure, combined with extreme lightness that characterize the best grade of American wheels, has not yet been attained in Germany. Wood rims and handle-bars, single tube tires, lamps, cyclometers, and other materials and fittings are now more extensively used in Germany than ever before, as the German made bicycle approaches more nearly to the best American type.

Mr. Mason says there will continue to be in Germany, at least for some years to come, a market for the highest grade of American made bicycles, but their quality must be kept up to the highest attainable standard and the price gradually reduced to meet upon equal terms the best product of the native manufacturers.

What Germany Wants.

American consulates in Germany receive constant inquiries from manufacturers, merchants' and exporters' associations, asking what chance there may be for the introduction of every conceivable product. Mr. Mason says it should be clearly understood that Germany offers no open, ready market for the manufactured goods of any country. Her imports are principally food products and the raw materials which are consumed by her own rapidly growing industries. When Germany imports a manufactured product it is because that product is better in quality or cheaper in price—one or both—than can be produced at home.

Whatever the article to be sold, it is useless for American exporters to expect, as so many of them obviously do, that German retailers and jobbers will order direct supplies of American manufactured goods from catalogues and circulars printed in English, in dollar prices and pounds avoirdupois, pay for them f. o. b. at the factory or New York, and take all the chances and risks of importation in small quantities on their own account. Generally speaking, American goods to be introduced in Germany must be offered there as German and English goods are offered in the United States and other importing countries, either by established agents or by salesmen who can show and explain samples and make prices and conditions in currency and weights that the purchaser can readily understand.

Want Fair Play.

In all cases, whatever the article offered or the price demanded, absolute good faith is requisite; fair, honest dealing, the honesty that scorns to send abroad anything inferior in quality to the sample from which

it is sold. For the lack of this sort of integrity no mere cheapness in price will atone. Whatever market there may be in Germany for American goods can be conquered only by the best that our country can produce, and retained by a strict fulfillment of every contract and obligation. Therein lies the secret of success.

H. G. WARD.

ANOTHER CINCINNATI MAKER.

**The Advance Carriage Co. Preparing to Build
Wheels for the '98 Market—Other
Trade News.**

Cincinnati, Ohio, Aug. 16.—There was a change for the better in the local cycle trade last week and all indications point to a good fall trade. There has been the usual number of dealers dropping out but last week added another bicycle factory to the city's list of industries.

The Advance Carriage Co., owner of a large plant on Court and Sycamore streets, has leased the adjoining building and is fitting it up with the most improved bicycle machinery. It was at first the intention of the company to wait until early spring before placing its products upon the market, but suddenly changed its mind and is rapidly completing its new plant. Several bicycles, the first output of the concern, will be completed by the middle of the week. There will be but two models, according to the advance circulars, and they will retail at \$60. The Advance Cycle Co., as it will now be called, is controlled by David Poole and W. H. Bowe. Mr. Bowe will have complete charge over the bicycle factory and is very enthusiastic over the success of the enterprise. When the factory is completed it will have a capacity of from 12,000 to 15,000 wheels.

Mr. Bowe states that the wheel will be strictly high grade in every sense of the word and that nothing but the best material and highest mechanical skill will be employed. The regular traveling men upon the road have been instructed by the company to devote equal attention to the cycle trade. Two new traveling representatives are also out. The company of course does not expect to have much of a fall trade, but it wishes to be firmly established so as to have the full benefit of the '98 trade. The Advance company is one of the largest carriage concerns in the city and as it has a solid, substantial trade, it should not be hard for it to establish agencies for its bicycles among the different carriage agencies.

Small Assets.

The assets of Shaw & Davies, the assigned

cycle firm, are becoming smaller and smaller each day as the different creditors are reclaiming their goods. L. Hyman recovered all the office furniture and fixtures of the company last week. The Monarch Cycle Co., of Chicago, replevied eleven more bicycles last week. The creditors will receive a very small percentage of their claims, if they receive anything from the assignment.

Another Quitter.

E. G. Ellis & Co., for many years connected with the bicycle business, have left the trade for good. The firm did a large trade in retailing and jobbing wheels. While this year's season with them had been fairly successful, they recognized the fact that the bulk of the season was over and that the expense of holding over during the winter was not justified. The intention to withdraw from the trade as soon as the season was fairly well over had been contemplated and as soon as their stock become exhausted they quit.

E. S. Passell & Co., a comparatively new firm, quietly withdrew from the trade last week. They handled many agencies, the chief one being the Viking, and had a large repair department. Although they commenced business in March, they had established a large trade and their retirement came in the nature of a surprise. Earl Passell, the head of the firm, is an old-time wheelman and an expert repairman. He has accepted a position with a large cycle firm in this city.

Poorman Doing Well.

J. E. Poorman is reporting one of the best weeks since last spring, and expresses himself as well pleased with the outlook for a good fall trade. Mr. Poorman has again taken an active interest in racing matters and during the coming week will have entire charge of the bicycle races which open the Hamilton County fair. The Poorman, the output of this well-known cycle dealer, is having a tremendous run both locally and in the vicinity of Cincinnati. C. F. W.

COLUMBIA EMPORIUM OPENED.

**The Handsome New Store and Riding School
of the Pope Mfg. Co. Is Opened in
Washington—Other News.**

Washington, D. C., Aug. 16.—The event of the week in trade circles was the opening of the magnificent new bicycle emporium recently erected at 817 and 819 Fourteenth street, by the Pope Mfg. Co. The building, which cost \$80,000, is 50x96 feet in dimensions and is three stories in height with a basement. It is constructed of cream col-

ored pressed brick with terra cotta and limestone trimmings. The front show window is thirty-three feet long and seven feet deep, affording an excellent opportunity for window display. The interior of the building is handsomely finished in quartered oak and antique iron work. The salesroom takes in the entire first floor, while the offices are located in the center of the room. Extending down the center of the salesroom are a number of iron pillars which are upholstered at the bottom with black leather seats, making very inviting resting places.

The second floor is devoted to the riding school. It has a large expanse of riding surface and all the appointments are first-class in every particular. The third floor is used as a repair shop and general store-room. The repair shop is one of the most complete in the city and is equipped with all the latest appliances for doing the most intricate repairing. The machinery is operated by an electric motor. The entire building is heated by steam and is lighted by electricity. An electric elevator is also one of the conveniences. On the whole, this new establishment is one of the finest cycle stores south of New York and reflects great credit on the local management of the Pope Mfg. Co.

The management of the company is in the hands of J. Hart Brittain, who is one of the most popular members of the trade. He has been connected with the Pope Mfg. Co. for the past four years and through his energetic efforts a large and lucrative trade has been built up. Mr. Brittain is a member of several well-known clubs and is a prominent member of the local cycle board of trade. He takes an active interest in all things pertaining to cycling and gives his aid to all movements looking to the improvement of the sport.

The Racycle Cranks and Hanger.

An interesting exhibit has been at the store of the Miami Cycle Co., on Fourteenth street, for the past two weeks. It is a reproduction of the Racycle crank-hanger and sprocket of gigantic proportions. The case containing the balls measures over fourteen inches across, and the balls it contains have a diameter of more than two and one half inches. The whole thing revolves with remarkable ease and speed under the slightest pressure. It is one of the most novel exhibits seen here for some time. Manager Van Hook is doing an excellent business with the Racycle, and the wheel is rapidly becoming a great favorite with many riders.

Crescents for the Government.

The District government was again in the market during the week for a number of

bicycles. The plum this time was secured by Harry S. Jones, Jr., manager of the local branch of the Western Wheel Works. The contract called for six wheels for the use of inspectors of street cleaning, and Mr. Jones furnished six of the latest models of the popular Crescent. Quite a number of these wheels are owned by the District government, and they have given entire satisfaction. Mr. Jones informed a Bearings man that business continued good and that prospects were brightening every day.

H. G. WARD.

HENDEE & NELSON IN TROUBLE.

Springfield, Mass., Aug. 16.—A decided stir was caused in cycling circles Thursday by the placing of an attachment of \$10,000 on the property of the Hendee & Nelson Mfg. Co., maker of Silver King and Silver Queen bicycles. It had been rumored on the street for some time that the firm had felt severely the recent cut in the price of high grade wheels, but the placing of an attachment on its property, together with keepers in the factory and store had not been generally anticipated. The factory has been closed and an inventory is being made. Whether insolvency papers will be filed will depend upon the result of the inventory. The assets are said to be considerably less than the liabilities.

The firm is composed of George M. Hendee, of racing fame, and Edward A. Nelson, who is also best known through his connection with racing. It has been in business for three years, and up to the present season its product has found a ready market at \$75. The former prominence of its members in the racing world was a valuable advertisement to the house, but even this talisman could not stand against the competition of department stores and the reduction in the price of high-grade wheels. The \$10,000 attachment was filed by Clark B. Holbrook, the father-in-law of Mr. Nelson. It was for money furnished the firm as capital, and is believed to be the largest single liability, though there are large amounts due for materials furnished. Several large bicycle firms are among the creditors. As previously stated, the immediate cause of the firm's embarrassment was the reduction in prices of \$100 wheels. The selling of last year's \$100 wheels for from \$50 to \$60 by rival agencies earlier in the season also hurt the firm's business. Sympathy for both members of the firm is freely expressed. An effort will be made to effect a settlement with the creditors, with a view to continuing the business.

A persistent rumor was in circulation in Chicopee last week that the Spaulding &

Pepper Tire Co., of Chicopee Falls, and the Spaulding Machine Screw Co., of Buffalo, were to be consolidated under one roof at Chicopee. Henry A. Spaulding, who is at the head of both companies, is located in New York. C. L. Pepper, of Chicopee Falls, has charge of the tire company and is also manager of the Buffalo concern. Mr. Pepper said that the scheme was not likely to be carried out. The Spaulding & Pepper Co. is doing a large and increasing business in the manufacture of tires. The Spaulding Machine Screw Co. makes sundries and specialties. Together the concerns employ about 600 hands and would be a most desirable addition to the bicycle trade which centers about Springfield. E. W. P.

NEWS FROM THE HUB.

Boston, Mass., Aug. 17.—In an interesting meeting of the creditors of the Eastern Cycle Mfg. Co., of Amesbury, Mass., held a few days ago, A. C. Webster in behalf of the trustees made the following report: Liabilities, \$24,407.14; assets, 240 wheels ready to assemble; cash on hand, \$2,000; plant, machinery, material, etc. On motion of Mr. Sabin, of the Elastic Tip Co., of Boston, it was voted to continue the manufacturing of the unfinished wheels as long as the trustees consider it profitable and to take an inventory and report at the next meeting, soon to be held. The Eastern Cycle Mfg. Co. is the maker of Great Eastern bicycles.

Assignees Kimball J. Fenno and Edmund H. Talbot, of the defunct Everett Cycle Co., makers of the Fenway-Chapman ball bearing bicycles, have offered the plant for sale at a low price. They will sell the privilege to complete the manufacturing of over 500 wheels, the parts for which are now in readiness at the factory, located in Everett, a near suburb of Boston. Mr. Fenno is with the Boston Woven Hose & Rubber Co.

The L. C. Chase Co., maker of the Chase tough tread tires, is making a strong bid for greater popularity. It mounted Lesna on its tires in his record breaking hour ride this week and brought the matter before the public. It has just purchased the plant of the old Boston Rubber Co., in Chelsea, near Boston, and will hereafter manufacture its tires at that factory. The building is a large one, five stories high, and very roomy. The company will have it in full operation about October 1, and will then have over 600 hands at work making the Chase tough tread tires. It is equipping the plant with new machinery of the latest designs and intends to have a model tire-making factory. At its plant at Reading, Mass., where the tires have hitherto been

made, the company will manufacture nothing but rubber cloth. The tire business has been made distinct from the other business, and W. A. Lent has been made general manager of the tire department of this large firm. GEO. W. BULL.

TRENTON RUBBER CO.'S AFFAIRS.

Trenton, N. J., Aug. 15.—Half a hundred lawyers, representing as many creditors of the Trenton Rubber Co., appeared before Vice Chancellor Gray in this city on Tuesday, when the question of the disposition of the stock and plant of the concern was brought up. The property had been advertised by the receivers to be sold at public sale on Tuesday afternoon, with the stipulation that they would in the meantime receive private bids. There were two private bids for \$70,000 each and the question before the vice-chancellor was whether either of the private bids be accepted or the sale go on. Captain Holt, who represented many of the creditors, appeared and opposed the acceptance of the private bids and favored the conducting of the public sale. Nearly a score of other attorneys opposed Mr. Holt's move and one of the lawyers, James Buchanan, made a statement that Mr. Holt's scheme was to put the concern back into the hands of Magowan. He thought there had been enough rehabilitation of the company with the Magowans in control, as the concern had been in the hands of a receiver twice in two years, during all of which time it was conceded that the company could have been managed with profit. At the conclusion of the arguments Vice-Chancellor Gray declined to confirm either one of the private bids and said he would leave to the receiver the determining whether the public sale should go on or not. When this decision was announced Receiver Bird promptly informed those present that the plant and stock would be disposed of at public sale at a subsequent date. G. M. D.

The American Short Line between Chicago and Buffalo, N. Y.,

is the Nickel Plate Road. Tickets will be on sale August 21, 22, and 23 at \$10.50 for the round trip account G. A. R. Encampment. Returning either via rail or water. Arrangements have been made for the comfort of our patrons. Extension of time will be granted until September 20 if tickets are deposited with the joint agent in Buffalo between August 23 and 27. Mr. J. Y. Calahan, Gen'l Agent, 111 Adams st., Chicago, Ill., will be pleased to furnish information in regard to train service, etc. H. Thorne, C. P. & T. A.

PEOPLE AND THINGS

THE GRANT BALL CO.

A company that promises to be a formidable one in the manufacture of steel balls for bicycle bearings, automatic screw machine products, etc., has recently been incorporated at Cleveland, Ohio, under the name of the Grant Ball Co., with a capitalization of \$100,000, three-quarters of whose stock is owned by R. H. Grant and A. S. Cheever. Brick buildings 45x230, having floors of slow burning construction, eight inches thick, carried on steel girders, are in process of erection. These buildings are situated on Clarkwood avenue, extending east to the tracks of the Cleveland & Pittsburg railroad. There will be 30,000 square feet of floor surface. The grinding room will be 60x127 feet, lighted from a saw tooth roof, after the plan of the best English factories. A 100-horse power engine, of the latest pattern, will be furnished by C. H. Brown & Co., of Fitchburg, Mass., and the Erie Iron Works, of Erie, Pa., will make two boilers of 80-horse power each for the plant. The engine room will be very complete in all its details; fitted with every modern appliance, including a dynamo for 400 incandescent lights. The shafting will all be fitted with Hyatt patent anti friction bearings. The office, a separate building, will have two stories, the upper one to be used as a draughting room. The lower floor will contain separate rooms for the directors, vice-president, and general manager, and the secretary and treasurer, with a large room for general business. A brick and steel vault, extending through both stories, will be built in the office building. The company is having built a large quantity of machinery for manufacturing balls. The officers are as follows: R. H. Grant, president and general manager; James A. Stephens, vice-president; A. S. Cheever, secretary and treasurer. These officers with Harry A. Garfield and Thos. F. Boyce constitute the board of directors of the company.

NEW PROCESS OF ENAMELING.

John Boston, 78 Washburne avenue, Chicago, is the inventor of a new process of enameling which he is anxious to dispose of to some manufacturer. Mr. Boston has secured a patent on his invention, which, experts say, is a good one. His process

prevents the enamel from peeling and makes it elastic and capable of taking a high polish. He describes the process as follows: The surface of the metal is first thoroughly cleansed, then dipped in a weak solution of aluminum acetate, after which it is placed in an oven and steamed for two or three minutes. The temperature of the oven should be above 212 degrees Fahrenheit. This process decomposes the weak acetate, evaporating the acetic acid and leaving the surface of the article completely covered with an aluminic coating. After evaporating the acetic acid, all loose particles of the aluminic coating are removed from the surface. This may be done by wiping or rubbing with a cloth. The first coat of the liquid enamel is then applied in the usual way. The frame is then baked and afterward rubbed. After the second coat of enamel is applied the frame is baked in an oven containing a quantity of sodium chloride. If the air in the oven is dry, water is added to the sodium chloride.

It is the theory of the inventor that more or less of the sodium chloride is taken up by the atmosphere of the oven, penetrates the enamel and combines to a greater or less extent with some of the aluminum in the coating with which the article was previously covered, forming sodium aluminate. Whether this theory be true or not, Mr. Boston claims it is undeniable that when sodium chloride is used as described, the enamel is fixed to the metal more securely, is more elastic and tenacious, and is capable of taking a higher polish than when sodium chloride is not used. Mr. Boston had a chemist make a test of the process and the report shows that the inventor's claims are right. Mr. Boston says that by putting a little salt in the oven, the enamel is so fixed that salt water has no effect on it. This would be a good thing for wheels intended for export trade.

LONG MOTOR-CARRIAGE RIDE.

Combining business and recreation, Alexander Winton, president of the Winton Motor-Carriage Co., left Cleveland with a companion on a new single-seated motor-carriage on the morning of July 28, and after a leisurely journey (two days, including Sunday, being used for resting) he reached New York City, Saturday, August 7,

MR. MANUFACTURER!

WE

SELL THE LEADERS AND LEAD THE SELLERS

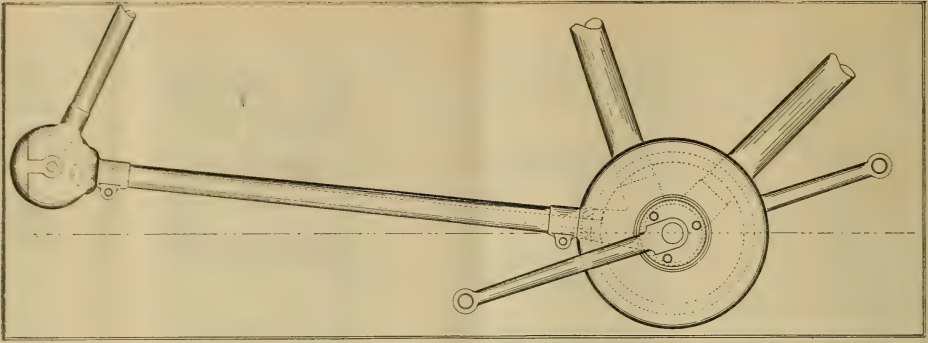
THE SHELBY STEEL TUBE COMPANY,

MAIN OFFICES AND WORKS SHELBY, OHIO, U. S. A.

**EASTERN OFFICE AND WAREROOMS,
No. 144 CHAMBERS STREET,
N. Y. CITY, U. S. A.**

**WESTERN OFFICE AND WAREROOMS,
No. 136 LAKE ST.,
CHICAGO, ILL., U. S. A.**

**EUROPEAN OFFICE AND WAREROOMS,
No. 29 CONSTITUTIONAL HILL,
BIRMINGHAM, ENG.**



The Harden equalizing gear.

passing through Rochester, Syracuse, Utica, and Albany.

The object of the trip was to test the motor in a long journey over all kinds of roads, and from Mr. Winton's account no greater test could have been given the machine, for to use his words, "the roads were simply outrageous." Fully two weeks of rainy weather had preceded him on the journey, and in many places the mud and water were hub deep and in some places the sand was equally as bad. Any one familiar with the Catskill mountain region can appreciate the grades it was necessary to climb, the roads there being very steep and rocky, yet through it all the motor went without a hitch, climbing in a number of places thirty per cent grades. Mr. Winton thinks that it will be many a day before any of his competitors accomplish the trip.

Though on the road nine days, the actual running time was 78 hours and 43 minutes, and he is certain that owing to the grades and hills, and circuitous routes in quest of better roads, he traveled fully 800 miles. The best day's run was 150 miles, though the object of the trip was not to see how quickly it could be made. Considerable time was lost at Albany by taking the west side of the river, but Mr. Winton transferred by ferry at Coxsackie and had better roads from there into New York.

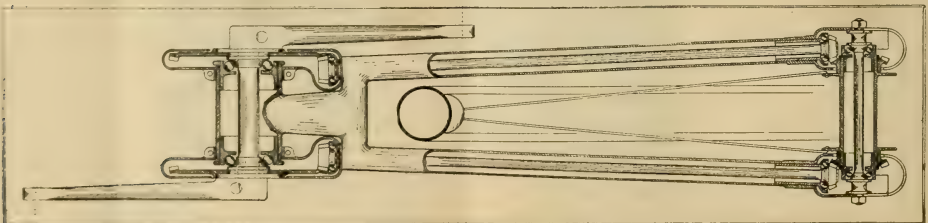
The machine consumed on an average six gallons of gasoline a day, which would be a little more than half a cent a mile for the trip. Much interest was shown by the

people on the road and especially by those in the mountains who doubted his ability to climb the hills. The demonstrations, however, were complete, and Mr. Winton is entirely satisfied with the working of the new motor.

THE HARDEN EQUALIZING GEAR.

Steps have already been taken by a number of local capitalists, headed by George E. Harden, to make next season what is known as the Harden equalizing gear wheel. The principle is that of a gear driving equally on both sides of the rear wheel, and so constructed that the wheel can be removed and replaced without any extra adjustment. Two shafts parallel with the bottom stays give ample strength to the driving mechanism, being bevel-gears and working on practically the same principle as the bevel gear as applied to other mechanical contrivances. The bevel wheels on the axle are right and left hand threads, and by removing the nuts on either end of the axle the wheel slips out in a very simple manner. These bevel gears are bolted to the disc of the crank, and which mesh into pinions on the forward end of shafts. The ball bearing principle is adhered to throughout. The principal feature of the gearing is the crank-yoke on the bracket, which is constructed as shown in one of the accompanying cuts.

The gear casing over the forward gear can be removed by taking out two bolts. The cup bearings have sleeves which screw into the forward and rear ends of the bot-



The Harden equalizing gear.

tom bars of the frame, which are adjusted easily and simply by a clamp screw on the under side of the frame. The large bevel gears on the crank axle are fastened to a disc on the cranks by three steel bolts, with lock nuts inside the gear. When closed the gear has a neat and attractive appearance, and there is nothing suggestive of clumsiness about the arrangement. The wheel, as proposed, will be of $1\frac{1}{4}$ -inch tubing and will have flush joints throughout. The upper rear stays will be of $\frac{5}{8}$ -inch tubing and lower rear stays of $\frac{3}{4}$ -inch tubing. All wheels are to be made in Toledo and will be equipped with the Harden pneumatic seat-post. It is expected to have a display wheel ready about September.

The inventor of the equalizer is Mr. Harden, who is something of a mechanical engineer and is a draughtsman. He says it is the intention to build the wheel of the very best material obtainable and retail it at \$100. He has been working on drawings for this model for more than three years and thinks it has now reached a state of perfection so that he can go ahead and interest others in its manufacture. Mr. Harden announces that he has secured five parties to back him and that more could be taken in, if necessary. The invention will be fully covered by patents, which have been applied for.

WHAT THE BRITISHER WANTS.

Careston, Scotland, July 23.—The article in Bearings of July 15 in regard to the slump in English prices very clearly points out that no one, not even a Britisher, will buy an article that does not suit him when a suitable one is to be got. Arguing thus, the Britisher rides an English bicycle. This phenomenon was explained by the defective attempts of American makers at gear-case clearance, and the absence of brake and steel mud guards.

Now, before I go further, allow me to divide the British road cycle into its three species:

1. The full roadster—for durability. Used almost exclusively by the novice, the elderly, and society. It will weigh from 28 to 32 pounds with brake, steel guards, and $1\frac{1}{4}$ -inch road tires.

2. The road racer—for ease of propulsion. Ridden by the expert. To stand any work on any roads. This machine weighs, without brake, guards, and gear case, 23 to 25 pounds, with $1\frac{1}{2}$ to $1\frac{3}{8}$ -inch tires. The light roadster is the same machine tricked out in brake and guards to compete with No. 1, or for winter riding by the expert, and will weigh thus accoutred 26 pounds with $1\frac{5}{8}$ -inch tires.

3. The light road racer—for speed. This machine is for the scorcher and road racer and weighs 21 to 23 pounds or less according to section of tires.

All the weights here given apply solely to high-grade machines with double-tube tires and steel rims, but do not include gear case, which is almost a necessity. No. 2 is the popular machine. Even the society rider is discarding the heavier article as he gains in experience.

What I would point out is the folly of sending out a path racer, posing on the strength of its brake and guards, as able to carry the English novice and careless rider over English roads.

Insists on These Things.

Whatever type the British buyer selects, he will insist on detachable tires, for he hates porosity. A skeleton crown, square cranks simply affixed, and hollow steel rims are to him essential to a strong bicycle. He also demands large tubing. The sprockets, too, must be shrouded, for he loves durability. The chain wheels must be large (the rear sprocket having nine teeth, or, at the least, eight). This insures easy running. If you add to the machine disc-adjusting bearings and detachable gear, you have an up-to-date wheel a la Coventry; but, if you wish to lead, then by all means fit the American adjustable handle-bar, your neat pedals so extensively copied here, and any of your thousand and one ingenious and useful inventions. Perhaps I may say that a tire of American extraction is more readily detachable than the paramount English tire. With it any rims may be fitted.

In conclusion, if the American will only comply with the British demand, his machines will be rushed for here and will flutter the Coventry dove-cote. Now is his time, as the "cut" has made an enormous sensation.

LIONEL.

GEORGE ATWATER'S CHANGE.

George S. Atwater, who severed his connection with the Weaver Cycle Material Co. about three weeks ago, where he held a position as manager of the tire department, is now the selling agent for the entire output of the Monarch Rubber Co., of Campello, Mass. Mr. Atwater has long been identified with the cycle trade, having for a number of years conducted the largest and handsomest cycle store in Washington, D. C. He is well known in the trade all over the United States and has occupied various positions of prominence in the League of American Wheelmen, having been secretary treasurer of the Ohio division of the league before he removed to

Washington, where, after a residence of six months he became chief consul of the D. C. division, which position he occupied for four consecutive years without a solitary opposing vote. He was appointed chairman of the L. A. W. racing board under President Dunn, and at one time was chairman of the national hotel committee, which committee was some time ago discontinued.

Mr. Atwater has a large circle of friends among the cycle public, and is considered a high-class salesman by all his acquaintances. He has become a stockholder in the Monarch Rubber Co., whose factories are at Campello, Mass., and he will take entire charge of the selling output of that company. His offices and salesrooms are in rooms 29 and 30, Moffat building, 335 Broadway, New York City. The Monarch Rubber Co., which Mr. Atwater represents, has made an enviable reputation during the short time it has been in the field. With Mr. Atwater's experience it is safe to predict that the success of this company is assured. It has lately secured the services of Grant Lambright, of Akron, Ohio, as superintendent of the factory. Mr. Lambright has gained an extensive knowledge of tire manufacture with the B. F. Goodrich Rubber Co., of Akron, Ohio, and with the India Rubber Co., of the same place, and is considered one of the best men now connected with the rubber tire industry. The gentlemen who own the plant at Campello are all solid business men, and the future of this company seems particularly bright.

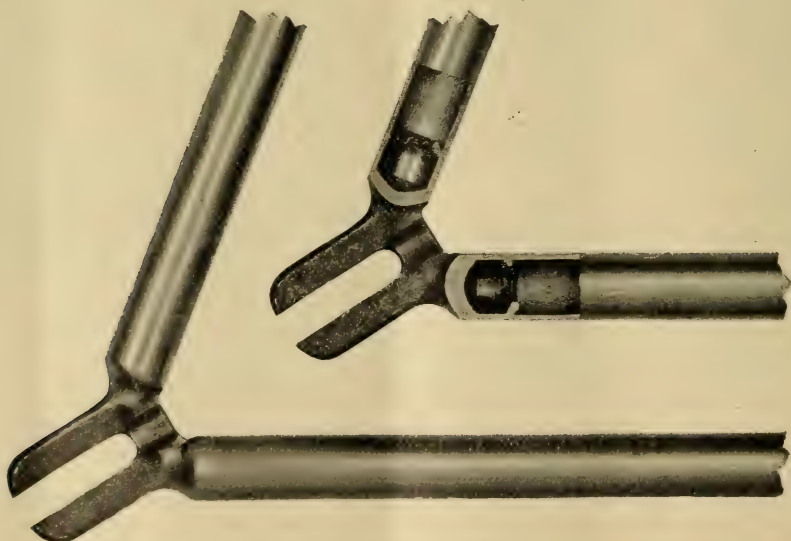
AN ENTERPRISING CONCERN.

The Cleveland Cycle Fittings Co. started

into business about May 1 at 427 Erie street, Cleveland, and has succeeded in building up quite a nice little trade among local dealers, no retailing being done. Everything used in the construction of a bicycle is kept in stock. Specialties are made of the Kundtz rim and handle-bar and the Fauber hanger. Although having facilities for manufacturing in a small way, the company has so far put out nothing but a toe-clip but it has met with a ready sale. Next year it is the intention to enlarge the concern and manufacture several cycle specialties.

ELECTRICALLY-WELDED PARTS.

Five years ago the Standard Tool Co., of Cleveland, Ohio, began experimenting, under the Thompson patents, in electric welding and today it is accomplishing feats in that line that were said by Professor Thompson to be impossibilities. Last year, for the A. L. Moore Co. and the White Sewing Machine Co., the Standard company began to apply this wonderful power in the construction of bicycle parts. For the former it electrically welded, from stampings furnished by them, hangers, head lugs, etc., and for the latter the continuous bands used in the King, Grothe, and Spinaway pedals. Heretofore the work done in this line has been made under contract, but it is now the intention of the company to enter a broader field and to that end it is now offering to the trade the following line: Rear forks and braces, complete in one piece fork sides, seat-posts, mud guard braces, and brake parts. The forks and braces, are made by machining drop forgings of the rear



Some of the work of the Standard Tool Co.

Fauber



One-Piece Crank-Axle

The Fauber Patents are pioneer and cover One-Piece Crank-Axles of every practical construction.

The Fauber Axle will be very popular in '98. It has been adopted by a number of large manufacturers, not only on account of its simplicity, but also on account of its durability.

For full information, write to

W. H. FAUBER

70-74 W. Jackson St., - - CHICAGO.

Mention Bearings

fork end and boring ends so that the walls are of an equal thickness with the tubing, and welding the parts together, making virtually a one piece construction. Owing to the upset, formed by the melting of the two ends together, they are twice as strong at the weld as at any other part of the tube.

Parts are furnished complete for any size frame and as the forging admits of the complete piece being thrown to meet any degree they can be ordered in 24 and 26-inch lengths and changed for any other size; or the forging and the tubing can be supplied and, it is said they can be welded together for less money than they can be brazed. The fork-sides are made from sheet steel, formed up and the edges welded together on the underside. It is claimed that these fork-sides are stronger than any of the brazed or seamless pattern as the material is not injured by drawing or tapering down, but is as strong when finished as in the original sheet. The seat-posts are made from drop forgings and tubing. There are no seams or laps and the company lays claim to making the only true flush posts on the market. Mud-guard braces are made by welding washers to oval or round wire. The former can be tapped for guard screwing without flattening the center. Any size wire or washer to suit purchaser will be used. One of the latest contracts made by this company is with the Kelly Handle-Bar Co., of this city whose '98 bar will (instead of as at present having an offset joint where the tubing and drop forgings join) have an electrically welded flush joint. The Standard Tool Co. is in a position to contract for welding of any parts connected with bicycle work and will be glad to furnish prices upon application.

THE TINKHAM TRICYCLE.

The first of the '98 models have made their appearance, the Tinkham Cycle Co. not only having its models ready, but is



shipping the '98 goods. The company has greatly increased its tricycle and carrier departments and has added thereto a special department for the manufacture of machines of all kinds for cripples and invalids. The Tinkham company reports trade as picking up all over the country and

many orders coming in from South America and South Africa, assuring that a revival is on foot there as well.

We show herewith a cut of the company's new diamond frame tricycle which weighs but thirty-two pounds, one of the lightest tricycles that has ever been constructed.

A HUMBER LETTER.

WESTBORO, MASS., Aug. 16, 1897.

EDITOR BEARINGS, Chicago, Ill.

Dear Sir: Several times since the cutting of prices was begun this season by certain cycle manufacturers in the States, we have been informed that certain statements have been made regarding our financial condition, the quality of our goods, and our future intentions; but we have paid no attention to them, believing our position was so well known with the general public and with our agents that public denial of these statements was unnecessary. Recently we have received complaints from certain of our agents that their business has been seriously impaired by these rumors, and it now seems necessary for us to publish a denial of the rumors and to state that if it comes to our knowledge the rumors are repeated, we shall prosecute the parties to the extreme extent of the law.

We have no thought of retiring from business. We are now working on our 1898 models, and will be prepared on the first of December to make deliveries to our agents and patrons. Our financial condition will be understood when we state that if any one can be found to whom we are indebted for any sum, we will hand check for the account immediately on its presentation. Answer relative to the quality of our goods is to be obtained from every purchaser of a HUMBER cycle. Humber, America, are under bond to Humber, England, to manufacture one quality only, and that quality must at all times be equal to the quality manufactured in the celebrated HUMBER works at Beeston, England.

Very truly yours,

*** ELLIOTT BURRIS, Managing Director.

AS GOOD AS NEW.

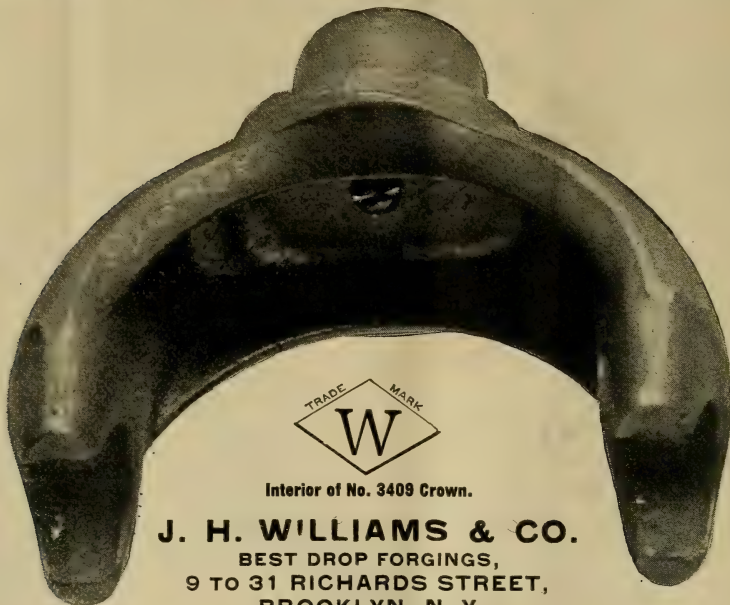
Irving E. Macomber, R. E. Norton, and Guy Fullager, of Toledo, have just returned from a European trip, having covered the distance between Naples to London (about 2,800 miles) on Volants, made by the Maumee Cycle Co. On their return home their wheels were sent to the Maumee factory to be adjusted and cleaned. They were found to be in perfect alignment and in the best of condition. Macomber was so



LATE BICYCLE POSTERS--THE EAGLE.

PEEP IN!

SEE THAT RECESS?



Interior of No. 3409 Crown.

J. H. WILLIAMS & CO.

BEST DROP FORGINGS,
9 TO 31 RICHARDS STREET,
BROOKLYN, N. Y.

Mention Bearings

pleased with the wheels that he sent the following letter to the company.

"Toledo, Ohio, Aug. 4, 1897.

"The Maumee Cycle Co., Toledo, Ohio.

"Gentlemen:—You doubtless will be interested to learn of the admirable performance of the Volant upon which last spring I rode some 2,800 miles in Europe. Not only did the wheel stand the severe test of almost continuous use under every condition of road and weather, but by the grace of its design and finish it won both praise and admiration in every country through which it passed. I have good reason to congratulate you upon the specific performance of my own wheel, but I am bound to add that I may with equal reason congratulate you upon the general behavior of the three Volants ridden by the party in whose company I had the good fortune to travel. Our machines were by no means shielded from the blows and stresses incident to a long journey, but on no occasion did we find it necessary to make use of the extra Volant parts we deemed it wise to carry.

"Our wheels were ridden without a break over roads the topography of which may be somewhat understood from the mere mention of Italy, Switzerland, German, Holland, Belgium, France, and England. This state-

ment constitutes to my mind the highest praise and I make it with great pleasure, recognizing that for a journey unmarred by accident we were largely indebted to the manufacturers of the Volant wheel. The machine I now ride is virtually a new machine since its return from your hands and I beg to express my hearty appreciation of your kindness. I am, gentlemen,

"Most sincerely yours,

"IRVING E. MACOMBER."

For the G. A. R. Encampment

to be held at Buffalo, N. Y., tickets will be sold via the Nickel Plate Road at rate of \$10.50 for the round trip. Returning either via rail or boat to Cleveland. Arrangements have been made for parties wishing to remain in sleeping cars at Buffalo to have the cars tracked convenient to street car lines to any part of the city. Call on or address J. Y. Callahan, Gen'l Agent, 111 Adams st., Chicago, Ill.



This suspensory is cool, elastic, and efficient. All racing men and thousands of road riders use them. **Why don't you?** Price by mail, 35c. Send waist measure
CYCLISTS' SUSPENSORY CO.,
1209 Monadnock Bldg., Chicago.

TRADE BRIEFS

Thomas Fraher, of the Bicycle Mfg. Co., of Chicago, is laid up with a broken leg, the result of jumping off of a street car. Moral: Ride a bicycle.

The Adlake has scored well in the national championships. Earl W. Peabody, the western amateur champion, won the third-mile and ran second in the two mile and half mile.

Ralph R. Earle, assistant manager of the Chicago branch of the Miami Cycle Mfg. Co., joined the ranks of the benedicts last week, when he was married to Miss Edith Smith, of Chicago.

The Warwick put national championships to its credit last week. Fred C. Hoyt, of the Warwick team, won the two-mile professional championship at Wilkesbarre, Pa., while Ellery M. Blake, the New Hampshire crack, captured the half mile amateur championship on a Warwick.

Donnelly & Deward, of Chicago, claim to be the first inventors of one piece cranks, having manufactured and used them as early as April 1, 1892. They announce that they have an entirely new one piece crank which they wish to show to manufacturers with the object of selling the invention, licenses, or shop rights.

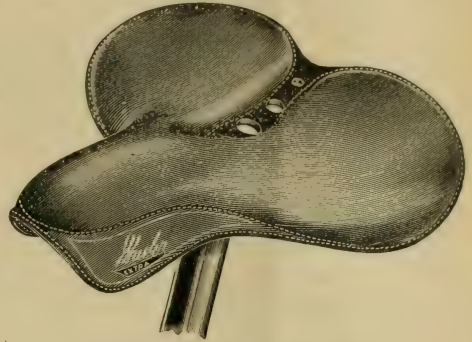
A '98 Andrae tandem was sent last week to I. A. Powell and Ray Dawson, the two speedy amateurs. It is expected that they will soon go for all existing amateur tandem records. The new tandem is built on the same lines which characterize the Andrae triplet of this year and is considered to be one of the fastest two-seated machines built.

The Armstrong Bros. Tool Co., 98 Washington street, Chicago, will manufacture a fine line of high-grade steel fittings for '98. The company's specialty is the manufacture of high-grade steel fittings for single wheels, tandems, and triplets. These fittings are accurately machined, being true in both size and angles. A special catalogue, showing perfect working drawings for twenty-five different models, giving exact lengths of tubes, etc., will soon be ready.

\$10.50 to Buffalo, N. Y., via the Nickel Plate Road

account the G. A. R. Encampment. Choice of either rail or water trip returning. Do not miss this opportunity of attending one of the greatest reunions of the old comrades. Tickets on sale August 21, 22, and 23. For full information, call on or address J. Y. Calaban, Gen'l Agent, 111 Adams st., Chicago, Ill.

The Wheeler Reform SADDLE



Built to sit on, not to straddle.

Will not sag, comfortable, stylish, and up to date. No saddle soreness. Especially recommended for ladies, indorsed by physicians. Good agents wanted in all unoccupied territory. Dealers, it will pay you to handle it. Write

The Wheeler Saddle Co.

189-191 Larned St., W., Detroit, Mich.

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FOR LADIES' WHEELS.

We have broad and numerous patents. We have started damage suits against infringing makers and dealers. You can avoid liability by refusing chain guards of other makes and using only those bearing our name. Send for catalogue.

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SOLID VESTIBULE TRAIN.

Daily at 9.00 p. m. from Chicago. New and elegant equipment, built expressly for this service. Train lighted throughout by gas. Tickets and further information of your local ticket agent, or by addressing A. H. HANSON, G. P. A. Ill. Cent. R. R. Chicago, Ill.

TRADE HAPPENINGS

Adams, Mass.—The Mannesmann Cycle Tube Works is being reorganized. About \$150,000 has been received by subscription. Mr. Fritz, of Bethlehem, Pa., has been chosen president.

Avoca, N. Y.—The Schad Wheel Co. is reported to have given judgments for \$10,500.

Bellaire, W. Va.—William Ludwig has opened a new bicycle supply and repair store.

Bridgeport, Conn.—F. Weller will soon open a new bicycle repair store at Stratford, Conn.

Bridgeport, Conn.—A petition has been made to Judge Geo. W. Wheeler for the removal of the receiver of the Premier Bicycle Co.

Buffalo, N. Y.—The Riverside Mfg. Co. is to build a large factory on the mainland opposite the head of Rattlesnake island, for the manufacture of bicycle fittings. The company will consist of Mr. Bookser, Mr. Landel, and J. C. Linberg. Capital stock \$20,000.

Buffalo, N. Y.—H. H. Beecher and J. A. Williamson have opened a bicycle store at 15 West Chippewa street.

Bushnell, Ill.—C. H. Wood will establish a bicycle repair store on West Main street.

Chelsea, Mass.—L. C. Chase & Co. have leased a manufacturing plant on Winnisnet street, where they will soon engage in the manufacture of bicycle tires, etc. They have offices at 129 Washington street, Boston.

Chicago, Ill.—Assumpsit suit has been brought against the Fowler Cycle Mfg. Co. by Dickinson Bros., for \$1,123. The suit involves a disputed account between the parties for materials supplied. Under the attachment fifty bicycles were seized by the sheriff to satisfy the claim.

Chicago, Ill.—The Williams & Crawford Co. has been incorporated for \$2,500 to manufacture bicycles, etc. Incorporators, G. A. Knopp, B. C. Barnes, and J. W. Williams.

Chicago, Ill.—Walter R. Danly, bicycle manufacturer, is reported to have recorded a chattel mortgage for \$416.

Cincinnati, Ohio.—C. J. Towle, bicycle dealer, 777 McMillan street, Walnut Hills, has disappeared.

Deer Park, Ont.—Arrangements are under way for starting a new bicycle factory in London, Can.

Detroit, Mich.—Henry H. Breuls, bicycle dealer, is reported to have given bills of sale for \$210.

Fremont, Neb.—York has a proposition from a Denver bicycle factory to locate there. The company has a plant worth \$15,000 and is evidently anxious to get away from Denver.

Ft. Wayne, Ind.—The Randall Cycle Co. is in the hands of Receiver E. C. Miller, as trustee for the creditors to the amount of \$11,000.

Ft. Plain, N. Y.—The Fischer bicycle works, which were closed July 12 upon the owners giving a bill of sale, have been removed to Utica and will begin the manufacture of bicycles in the near future.

Galesburg Ill.—F. A. Hadey has opened an agency for the National in the Commercial block.

Jackson, Mich.—C. A. Cone, bicycle dealer, filed chattel mortgages and had about \$2,000 worth of bicycles attached.

Jacksonville, Fla.—The Florida Cycle Co.'s present quarters are being enlarged.

Joliet, Ill.—John J. Wm. A., and Thomas H. Young, of the Young Cycle Co., are reported to have recorded a chattel mortgage for \$1,500.

Minneapolis, Minn.—The Washburn Mfg. Co., making bicycle pumps, is reported to have given a bill of sale for \$1,600.

Montgomery, Ala.—Jackson & Ross, bicycle dealers, are reported attached.

Montreal, Can.—Alexander & Lefevre, bicycle agents, have assigned to Kent & Tureotte, with liabilities of \$800.

Morrice, Mich.—F. A. Meyer has opened a new bicycle store.

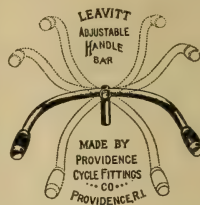
Has the Greatest Range of Adjustment of any Bar on the Market.

Thirty different positions, with grips always at the proper pitch.

The only bar having a forward and backward adjustment.

Adjustments simple but positive, will not work or wear loose. Flush joints, nothing bungling.

The only adjustable bar that can be used on wheels having no binding clamp.



PRICE, \$4.00.

Liberal discount to dealers and manufacturers.



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WANTED—AN IDEA. Who can think of some simple thing to patent? Protect your ideas, they may bring you wealth; write John Wedderburn & Co., Patent Attorneys, Washington, D. C., for their \$1,800 prize offer and new list of 1,000 inventions wanted.*

TIRES—\$5.00 pair. Best. Full warranty. MINERALIZED RUBBER CO., 18 Cliff St., New York.

\$7,800 GIVEN AWAY

To persons making the greatest number of words out of the phrase "Patent Attorney Wedderburn." For full particulars write the National Recorder, Washington, D. C., for sample copy containing same.

WANTED—Experienced salesman on bicycle supplies and sundries for western market. Address H., care Bearings office, stating experience and salary.

WANTED—First-class mechanic thoroughly qualified to take charge of manufacturing branches in bicycle factory located near New York. Only one who has been successful in similar position need apply. State salary expected. Address A. R. M., care Bearings.

WANTED—Position as superintendent of bicycle factory. A man who has a successful record and understands all branches, at present holds a position as superintendent, desires to change for the season '97-8 and locate with parties building from 5,000 to 20,000 wheels. References. Address P. O. Box 98, Buffalo, N. Y.

WARNING—To all concerned. That bicycles stolen and containing Donnelly and Deward's one-piece cranks of the latest models, are warned that patents are pending on same one-piece cranks and to hereby keep off said cranks or any modification of them. DONNELLY & DEWARD, Robey and 25th Sts., Chicago.

WANTED—Experienced salesman, acquainted with the bicycle jobbing trade, to sell bicycle sundries. State experience, age, references, and salary expected. M. S. U., care Bearings.



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New York Sept 2/96
Fiber Buckskin Mfg Co
Malden Mass
 Gentlemen I am using your
 Fiber Buckskin Saps and
 find that they prevent all
 perspiration, and give me
 entire satisfaction
 Yours truly
E. S. Balf

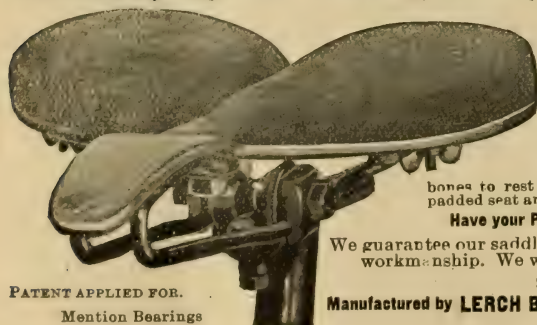


Send 50 cents for
 sample pair.
 Give size of
 handle-bar.....

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LERCH BICYCLE SADDLE



NO. 2—Size adapted to the use of the great majority of bicycle riders. Suitable for ordinary sized men and misses. Length, 8½ in.; width, 8 in. Price, \$5.00.

CAN NOT INJURE THE RIDER.

THE LERCH SADDLE is unlike all others, as it is slightly concave in stead of convex; that is, the outer edges of the seat plate are slightly higher than the center, thus making it impossible to strain the muscle of the perineum, the shape or pitch of the seat allowing the pelvic bones to rest squarely and naturally upon the central portions of the padded seat and renders impossible any strain upon the pubic arch.

Have your Physician explain from a scientific point its hygienic advantage. We guarantee our saddles against breakage caused by defective material and workmanship. We will replace any parts that break from such causes.

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CHICAGO, ILL., August 24, 1897.

Dear Sirs: We had this pleasure on the 10th instant announcing our sale of bicycles for last Saturday. We are pleased to say that this sale passed off very satisfactorily. Prices about the same as last sale. Our consignors will be satisfied. We had some large consignments from New York, Boston, Philadelphia, and Syracuse, also from our regular city houses. We beg to inform you that we will hold another sale on **Saturday, September 4**, and look for some large buyers from California, Oregon, and Mexico, also our regular customers from the capital cities of many states.

If you have any stock on hand that you would prefer to sell now than to carry over for another season, please send them to us and we will get you a fair market price for them. It will be quite convenient to us to make you a liberal advance on receipt of goods from \$1,000 to \$100,000. We can refer you to our bankers, the Hide & Leather National Bank, here. We render account of sales with New York or Chicago exchange the day of sale. You may consign to us, to our president, or to Walls Bros.

Soliciting your correspondence and assuring you of our best services,

We remain, yours respectfully,
THE WEST SIDE AUCTION HOUSE CO.

CHAINLESS WHEELS

FOR 1898

WILL BE A DISAPPOINTMENT ???

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1898 MODELS WILL SOON BE OUT.

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DELIVERIES GUARANTEED.

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(From Cycling Gazette).

"The great difference between high and low-grade wheels does not lie in the superior strength of the former so much as in the running and wearing qualities. There are three important reasons why cheap wheels do not retain their easy-running qualities after a few months' use. (1) In the first place they are invariably fitted with cheap chains, which alone is enough to make a wheel run hard in a short time. At best the chain is not an ideal means of transmitting power, but thus far it has proven the only practical method of propelling a bicycle. And in order to retain the easy-running qualities it behooves a manufacturer to use the best of material in this vital part of the wheel. The difference between the cost of the best chain and the cheapest chain is a matter of considerable moment, however, and the maker of cheap wheels, in placing his machine at rock-bottom price, is compelled to purchase the latter. The best quality of chains this year will run for several thousand miles without stretching a link, while there are some cheaper grades that have to be tightened after every ride. A chain once out of pitch makes a hard-running wheel, for not only does the chain run hard, but there is a continual grind on the teeth of the sprockets, which would not occur if the chain fitted them accurately."

THE PEACOCK—CHICAGO CHAIN

is recognized as the standard bicycle chain. See to it that you get the best.

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ESTABLISHED 1860.

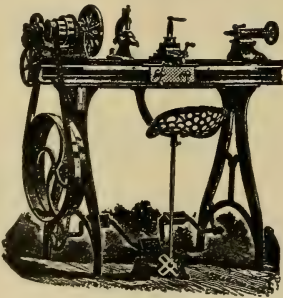
E. P. PEACOCK, CHICAGO.

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FOR BICYCLE REPAIR WORK.

This cut shows our No. 5 Lathe—the best and cheapest lathe on the market for the bicycle repair shop.

Swing, 11 inches; 34 inches between centers, set-over tailstock, swivel tool carriage permitting tool to be set at any angle for taper turning and boring; velocipede foot power, *absolutely the best*; stand-up treadle, foot power or countershaft if wanted.



SPECIAL OFFER.

The list price of this lathe is \$100. We will furnish the lathe with set of slide rest tools, three lathe dogs, 5-inch chuck with two sets of jaws, lathe arbor and set of Morse twist drills 1-16 inch by 1-2 inch by 32ds. in all amounting to \$120, for \$100 cash. Goods carefully boxed and delivered on board cars, Rockford.

This gives the best lathe made, with full equipment of tools, for less money than you can buy an inferior machine.

FULL DESCRIPTIVE CATALOGUE FREE ON APPLICATION.

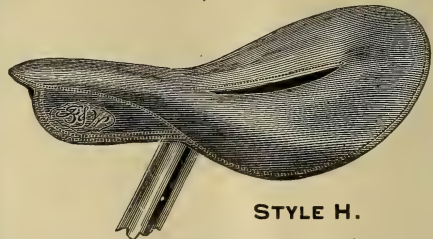
W. F. & JOHN BARNES CO.

255 RUBY ST., ROCKFORD, ILL.

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THE POPULAR

B. & W. SADDLES



STYLE H.

Style H A is the same as H except that the top is padded between tree covering.

MANY OTHER ATTRACTIVE STYLES.

Write for catalogue.

BUTLER & WARD CO.

NEWARK, N. J.

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HOMEWARD BOUND

By F.T. HARMON

BEARINGS

VOL. XVI

CHICAGO, AUGUST 26, 1897

No. 4

FROM LONDON TO PEKIN AWHEEL

By William J. Reid

CHAPTER X

At the end of two days in Astrabad I had completed all the necessary arrangements for the long ride of 400 miles out of Persia, and well into Turkestan, to Merve. I found the governor of the town even more friendly than I had hoped for, for on my departure he offered me the escort of a couple of sturdy zaptiehs to accompany me the entire distance to Save, the farthest limit of the Persian dominions. As this number was entirely too small to be a source of strength and too large an inconvenience to trail along without any practical reasons for so doing, I was obliged to refuse his kind offer and at the same time impress him firmly with the conviction that I must surely be insane to think of penetrating the country ahead without an escort.

Leaving Astrabad, and progressing to the eastward, commences the ascent of the grand plateau tableland of Persia. After quitting the town and riding some six or seven miles to the northward I came upon the main confluence of the Gurgan river, whose banks I had planned to follow nearly the whole distance to Shuban, rather than trust myself on the more fre-

quented caravan road to the southward, for two reasons—one, that it presented greater inducements in scenic enjoyments, accompanied by less tedious riding and the other, that the chances of falling in with hostile villages and natives were greatly reduced. No river in Europe so much resembles the Gurgan as the Rhine, in fact, had I not known positively that I was far removed from the last named stream, in this same madcap, boiling, rushing, tumbling torrent, I could have well imagined myself back again in Germany. I was not sorry after all that I had relied on my own judgment and selected this course, for leaving Astrabad the surrounding country was as novel and interesting as might be found anywhere.

The first day's riding brought me to Terzan, a small village some forty miles to the northeastward, where I was treated to a pleasant surprise, finding the place occupied by quite a large party of English surveyors and telegraph constructors, engaged in completing the line from Herat to the Caspian. The impressions which they gave me of the country ahead were far from reassuring as they informed me that the wild

tribes were more than ordinarily active, notwithstanding the recent vigorous campaign of the government in an effort to quell their restiveness. I therefore quitted Terzan with no little trepidation, but if the country ahead was really dangerous it was my very good fortune to escape these dangers by arriving just before, or immediately after, they had occurred, for I was entirely free from molestation of any kind or character.

On leaving Terzan, the road which heretofore had been really quite practicable, lost all trace or semblance, the rude bridle path which answered the purpose winding through a stony plain with not a sign of habitation anywhere to be seen. I pushed forward all day under the broiling sun, and after dark under the light of the moon, until nearly nine o'clock, when I found that the road ahead presented such difficulties as to render further progress extremely dangerous. The route for the last few hours after the sun had set had been through a thick forest, and as it showed no signs of soon reaching a termination I dismounted and pitched my tent for the night in a small alcove formed by two precipices. After I had piled up a quantity of brush wood and stones to form an advance breastwork I felt securely enough fortified to withstand the attack of any prowling beasts, and sufficiently out of sight for protection against human enemies. There could be no mistaking the fact that there were many of the former in the surrounding forest, for the night air was filled with howlings and snarlings evidently made by large beasts, if one could judge by the tone and strength of the cries.

With the proof of the presence of such I did not dare to light a fire, so I was forced to supper on the cold provisions that still remained in my knapsack. After rolling myself in the warm folds of my blanket I was soon

slumbering on my hard couch as soundly as if beneath the roof of the most comfortable munzil khana. But it was not for long, for it seemed as if I had scarcely dozed off when a terrible howl rent the air, almost it seemed, at my very ear, and as I awoke with a start and jumped to my feet it was to see a perfect sea of gleaming eyes and hungry red mouths peering at me from the outside of my breastwork and making frantic efforts to get through. I could see that my presence was scented, but practically well protected from attack by the strength of my position I could afford to view their prowling round and their yelpings with a feeling bordering on complaisance, if not one of genuine triumph.

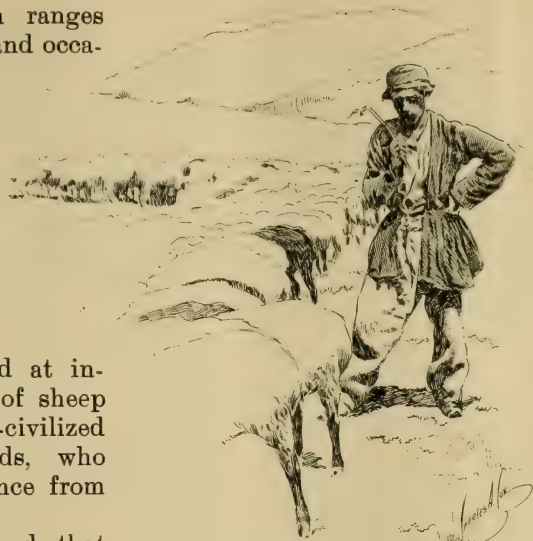
Their presence, however, had the effect of banishing all thoughts of sleep and until dawn appeared I sat cramped and motionless, until the first gleam of the rising sun shot up from the east, and with the fleeting of night's shadows the whole pack of my nocturnal visitors sneaked off to the depths of the forest, as if afraid to trust themselves in the bright daylight. Assured of their departure I pushed forward until about the middle of the forenoon when the cluster of huts denoting Pisani came into view, and without even taking time to note the general characteristics of the place I astonished the chappah chee by rushing off to bed in broad daylight, an idiosyncrasy which he was far from being able to fathom, although my wakeful experience of the night made it sufficiently lucid to me.

I had calculated that I should reach Shuban in four days' riding from Pisani, but leaving the latter place it was not until after dark on the fifth day that I reached the terminus of the first quarter of the long stage to Merve. The road for the entire distance had lain through a region similar to that between Astra-

bad and Pisani, a sort of high plateau land and abrupt mountain ranges placed in regular sequence, and occasionally interspersed with small river plains. The whole country looked fertile enough, and I doubt not was as fully susceptible to cultivation as that nearer Teheran, but no attempt had been made to redeem it from its wild state. Grazing had once more become a feature, and at intervals I passed large herds of sheep and goats attended by half-civilized and half-clothed shepherds, who viewed me in wondering silence from a distance as I rode along.

Reaching Shuban I found that notice of my coming had preceded me, for on my arrival several dignitaries of the place, including the hakim himself, were waiting to receive me as I entered the munzil khana. This last establishment was the best of its kind that I had ever met in Asia, and if anything had been needed to enhance its claims it was furnished by the luxurious collation which I found my entertainers had provided to celebrate my coming, visits from strangers being a novelty that doubtless fell at rather infrequent intervals, as there was no mistaking the warmth and general sincerity of my welcome. I had intended to remain only over night at Shuban, but mine host would not for a single moment think of allowing me to depart, and his hospitality had been so marked that I could not find it in my heart to refuse his request that I should stay for a day longer.

From Shuban an extensive plain expands for nearly fifty miles to the eastward, almost as far as the Persian border at Save. But notwithstanding this flatness and general evenness of surface the caravan road across it is a miserable one, wandering all over the plain for the entire distance, and covered with large sharp stones,



A sheep herder.

which annually injure more horses and mules than would pay for ten times the cost of keeping it in repair. The first stage leaving Shuban lay to Bujnurd, distant sixty miles, and if the surface of the road had been commensurate with the flatness of the plain the same would have been but a good day's riding. Unfortunately it was not, and after toiling over the sharp stones, alternately wheeling for a short distance when possible, and carrying my wheel twice as much, I found that at the end of twelve hours of this laborious method I had gone over but half the distance, only arriving at Turzun.

As I passed through the narrow lanes, or rather alleys, of the village the street dogs were awakened to a lively sense of duty by giving the most dismal howlings, which served the purpose of bringing the whole population out of doors, which followed me with meddlesome, though not hostile, curiosity to the very door of the munzil khana.

On awakening next morning it was to find that I had been treated to one of those sudden changes peculiar to

the mountain regions of Persia, for although the weather of the day before had been balmy enough it had come up cold during the night, while a slight snowfall had covered the ground for a depth of a couple of inches. Although there remained but some thirty miles to Bujnurd, it might as well have been a thousand or more, for if the road had been impracticable the day previous, with the treacherous icy covering of its jagged surface, it was now doubly so.

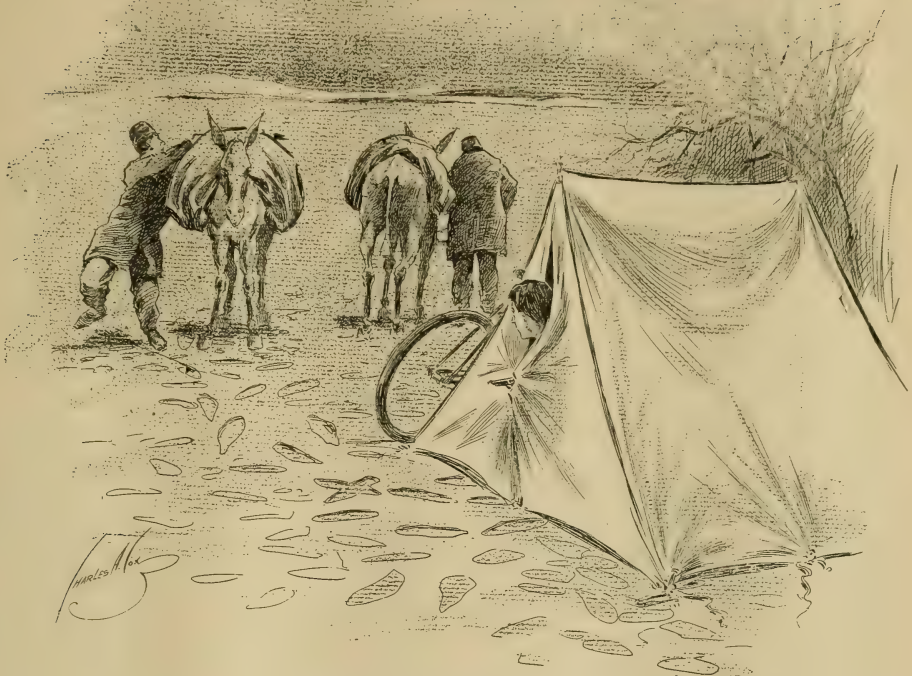
As a last resort I confided my trouble to the khan who immediately disappeared, to return in a short time with two muleteers and a horse for myself, which presented a sufficient solution of the traveling difficulty. On leaving Turzun the muleteers to save time and trouble instead of proceeding over the regular caravan road, led their animals over the unbeaten plain. I had figured that at the very outside our journey would last but to the middle of the afternoon, but through the long day we pushed rapidly onward, without the terminus appearing to view, and it did not take long to perceive that my guides were totally unacquainted with the road. It soon became evident that we were hopelessly lost, darkness had already fallen, and after a few meaningless excuses my guides confessed that they had missed the road and that it would be impossible to proceed until next day, for to attempt to go farther that night meant only the danger of wandering still more from our route.

Several times during the day I had observed the two in deep conversation and acting generally in a suspicious manner, and now for the first time the thought struck me with startling suddenness that they might have a sufficient reason in losing the road, but I took care to keep my suspicions to myself and to show nothing in my movements that would forewarn them that I had an inkling of their intentions, and having

erected my tent and wrapped myself in blankets I had soon presumably fallen asleep. It did not take long to confirm my suspicions that the two precious rascals had plotted the whole affair of getting lost for their own advantage, for at the end of an hour or so I heard feet crunching over the frosty surface of the snow, and on peering outside perceived the rascally duo loading the mules and making ready to decamp.

Not expecting any interruptions from my quarter they were going about the task with the most leisurely nonchalance, which vanished immediately as looking up they saw me covering them with my revolver. Finding that their little game had been effectually nipped in the bud, and that they were caught red handed, they at once fell on their knees, bellowing for mercy, and striving to tell me that I had misjudged their actions and that they were making ready for the morrow's journeying. I could not repress a smile at the shallowness of this weak subterfuge, which they immediately construed as a sign of hope, until I quenched their merriment by threatening to have them built up in lime as soon as we reached Bujnurd.

If I had wished to retain them I would have done well to have shot them then and there, a fate which they justly deserved, for venturing outside in the morning it was to find that my threat had been taken literally, and full of the terrors of Persian justice they had decamped, leaving mules and all in my possession—perfectly satisfied to get away with whole skins. With a horse and two mules on my hands I found that I was quite a little caravan in myself, and pushing across the remainder of the snow covered plain to the southeast I found that I had not gone as far out of the way as I had thought, for by noontime I had reached Bujnurd, to find to my satisfaction that with my rascally guides I



"I perceived the rascally duo loading the mules."

had likewise left behind me the effects of the local snowstorm, and that I was in a region of equable temperature once more.

Before leaving the next morning I turned over the horse and two mules, which remained in my possession, with instructions to the chappah chee to send them back to the khan at Turzun, although I did so more to get their weight off my own shoulders than with an expectation that they would ever reach their rightful owner.

Leaving Bujnurd, once more the country spread out into the seemingly never ending plateau. All around were gigantic mountains, while at intervals glimpses of pure blue mountain streams, rushing and boiling from their rocky heights in beautiful cascades, enhanced the scenic delights of the surroundings, which in this northeastern corner of Persia are unsurpassed or unequaled anywhere else in the world, and which

could set at defiance even the much vaunted beauties of Italian Switzerland.

I was now nearly half over the long journey to Merve, with the exception of some three days' riding from the Turkestanese border, and I could not but find consolation in the thought that I had traversed the whole distance from Teheran thus far without any serious danger, for I had been led to expect that while passing through this country that I would meet with a most constant succession of hardships.

After leaving Bujnurd behind, midday brought me to Partuzun, an insignificant village on a still more insignificant tributary of the Arak river, where, stopping to replenish the famished state of my commissariat department, it did not require much persuasion to induce me to remain over until the next morning when I learned that the natives in

the Damanikoh mountains were in a rebellious state, and that if I waited for another twenty-four hours I might have an escort of a regiment of troops the whole distance to Luftabad.

About midnight I was apprised of their arrival by a wholesale turmoil of human shoutings, the braying of mules, neighing of horses, and barking of dogs till pandemonium reigned, driving sleep away for good, as not content with making the fact of their entry known, they persisted in keeping up their clamor for the remainder of the night. By sunrise the din had redoubled in vigor, and following the general example I was up and a wheel, with serious danger of delaying the start of the troops, for the soldiers persisted in viewing the novel exhibition of my riding, without heeding the call of their officers to fall in, until the latter, exasperated beyond the limits of endurance, fell on them with sticks and with much cursing and howling got them into some sort of shape for marching.

There was no time for lagging I soon found out, as the troops were under orders to reach the border with as much dispatch as possible and I found the pace over the smooth road sufficiently expeditious to keep me up to my best endeavors a wheel. It is only after a day's toiling and hardship that one fully appreciates a haven of rest, even though that haven be nothing else than a dirty chappa khana, or a rude, mud hut without windows or doors. It was with feelings akin to these that after a forced march all the afternoon, with the heat positively suicidal to ride under, that at ten o'clock, after worrying along some hours after dark, we beheld the high walls of the caravan-serai at Mordaughbh throwing its grim and silent shadow across the moonlit plain.

My lodgings for the night were in a lower apartment, in a small stifling

room used as a storehouse for corn and everything else. But this I gave little or no thought to, and had my rest been undisturbed I should have found the night pass pleasantly enough. Despite the fact that they had come over fifty miles during the day, and that they were up the whole previous night and like good, honest men should have been fatigued enough to sleep soundly, the soldiers did not seem to have need of this necessity, and made the night as hideous as that of before with their shoutings and cursings, mingled with the discord of the animals.

Leaving Mordaughbh the country now became more difficult of progress than heretofore, the road winding for the thirty miles to Mahmudabhad through abrupt hills of considerable height, covering the whole plain and causing a slackening of speed from that of yesterday. About the middle of the forenoon we came to a rude bridge crossing a small stream, foaming and boiling with melted snow which had raised the waters to the high level of its banks, and which threatened to overflow the surrounding country. As I had not yet breakfasted, seeing a wretched little hovel nearby I dismounted and drew up, with the hopes of getting something to eat. The owner was a surly villain, who refused pointblank to sell me any food, and after venting his contempt for a Fer-inghee by spitting on me, he closed the door with a bang. The commandant of the troops had witnessed the whole proceeding and coming forward he soon induced the crusty old fellow to open his door again and serve the best he had at once or have the pleasure of being decapitated.

This latter threat was sufficient, for our unwilling host toddled round with unbecoming alacrity to attend to our needs. The commandant, however, suspected treachery of some sort, and evidently did not place much trust in the owner of the place, for he refused

to eat, or allow me to do so, until the old fellow had been compelled to eat from both our bowls. At sunset, when the moollah of the town, too poor to have a minaret, was standing on the roof of the little mosque and crying the "Allah-ah-ah-ah u akbar-ar-ar-ar," we reached Mahmudabhad. The town was in the very heart of the troubled district, and the villagers themselves must have been in sympathy with the movement, for our welcome was too cold and openly hostile to be mistaken.

The commandant of the troops, however, was resolved that whatever might be their feelings that they must put on an air of cheerfulness and hospitality, for he took the usual effective method of dissipating any signs of malevolence by the threat of building up in lime every mother's son of them, whom he suspected of revolutionary tendencies. It seemed almost incredible that such a threat could work such miraculous results, for at once the exterior appearance of the inhabitants underwent a change, and they put on a forced air of welcome that was but poorly able to veneer their true feelings.

The ride of the next day to Luftabad was but a short jaunt of fifteen miles, and on reaching our destination it was to learn that the facts of the outbreak had been greatly overestimated, as it was after all not of much moment, an incipient attempt at rebellion by some wild robber tribes some distance to the southward near Khalat, which had been easily quelled.

Luftabad was my last stopping place in Persia before plunging into the unknown wilds and terrors of Turkestan, and on reaching the city I found his highness, the governor, waiting for the arrival of the troops, but as I came wheeling along some mile or so in the van he did not attend the arrival of the others, but at once rushed me off to his house, after

fairly bewildering me with his oft repeated blessings of Allah, which should have removed all the abundant curses in the name of the same person that had heretofore been showered on my devoted head.

He was doubtless not prepared for the novelty of a visit from a Feringhee, for he disappeared for some time, to finally reappear in a most gorgeous and ill-fitting uniform, which he had put on to give due honor to my reception. In spite of the fact of his almost complete isolation from civilization he was quite a cultured man, as far as Persian culture goes, which in his case was considerable, for he was able to speak French with an ease and fluency which quite distanced my abilities. In the true fashion of the country he placed himself and all in his power at my service, but knowing full well that to show respect to custom one is supposed to invariably refuse the first offer, and only accept the invitation when pressed, I declined with as good grace as possible to trespass on his hospitality.

Fortunately in my case the much desired second pressing of the invitation was forthcoming, and I was only too glad to forego the hardships of the rough bed and fare at the dingy munzil khana for the more luxurious delights of official magnificence.

I was detained for a couple of days longer than I had anticipated in Luftabad, for the weather had once more changed and had become terribly cold and I did not relish the idea of riding over 150 miles to Merve across the exposed country to the south of the great Tejend swamp. Leaving the place, however, I had departed from the confines of Persia for good. From Luftabad the whole distance to Merve the country is as flat as your hand, and in spite of being in close contiguity to the great desert of Khiva, is quite a fertile region.

I should doubtless have enjoyed the ride of the first stage of forty miles to Kachka were it not for the fact that hardly had I quitted Luftabad when the rain began to fall in a penetrating, raw drizzle, accompanied by a biting wind from the mountains to the southward. It was a long, unpleasant, and dreary ride, but in spite of the antipathy of the elements to my progress I covered the distance much more speedily than if I had progressed slowly to enjoy the full benefits of the road. It was only half way along in the afternoon when I reached my destination.

On looking at my map I saw that I might have shortened half the distance by proceeding directly from Mahmudabhad to Kachka, without all the long toil to the northward to Luftabad, but it was no use crying over spilt milk, and at any rate I had probably taken the wiser course, for there were chances, and considerable ones too, that I should have been molested by some of the hostile natives had I taken the latter route.

The khana was nothing more nor less than a government military station, the commandant of the place being a Russian army officer. Like all Russians he was naturally anxious concerning my presence in the country, for to them the presence of every Englishman is construed in the light of a constant menace in spying on their actions. On learning that I was an American and that I was traveling through the country merely on pleasure he was cordiality itself personified,

I questioned mine host closely as to the dangers likely to be met with in traveling through the country, and soon found that the accounts to which I had been previously treated were grossly exaggerated, as the strict surveillance and military watchfulness of the government made the country

a comparatively safe one to travel in.

From Kachka to Merve is but a little over 100 miles and on leaving the



"The rain began to fall."

former place it was to find that a military road constructed with considerable skill had been laid out for the whole distance between the two points. And it was well indeed that such was the case, for the same rainy weather that had attended my riding to Kachka remained with me for the whole three days' riding to Merve. But with the fact that the road itself was of good repute, both as regards its physical condition and the character of the natives along its route, I could very well afford to put up with this trifling inconvenience and plodding along as expeditiously as possible, promptly on time a little after sunset, three days from quitting Kachka, I reached Merve without a momentous episode of any kind or character.



When Lovers Quarrel.

Close friendships are formed among the racing men, and great rivals for the championship pair off and become chums. Bald and Gardiner travel together, eat together, and are together nearly all the time. Cooper and Kiser live as one person and the plans of one are those of the other. McFarland and Stevens are inseparable, "and there are others." But for all this partnership off the track, there is seldom seen anything but the bitterest battles in the races, and in the conversation after the races there is seldom heard anything regarding the events in which the partners have met. By mutual consent nothing is said regarding their relative speed. Occasionally, however, there is a break and then an interesting dialogue will be overheard. Something of this kind occurred as Bald and Gardiner entered Asbury Park after the meet at Newark, on their two or three days' vacation. A friend was met who asked regarding the races at Newark.

"I took the mile open," said Bald quietly. "Yes, you got it," said Arthur, "but I was coming, now I can tell you."

"You're always coming," replied Eddie in an aggravating way, "but I

notice that you seldom come fast enough to beat me over the tape."

"Is that so?" returned Gardiner. "Well you watch the future. I know how to ride my races now and I can beat you in the stretch if I get near enough to you."

"That's it. You just get near enough to me and we will see," retorted Bald. The two men had forgotten themselves for a moment and then it was all over.

"Now don't get so mad as to refuse to pay my fare," said Gardiner to Bald.

That was all there was to it and no more discussion of the same kind occurred, but Gardiner made a resolve and the next open race may tell a different story.

He Ran Away From Johnny.

There is one rather old amateur—old at least in the ranks of the "pures"—who has probably contracted a case of enlarged cranium during the past week, which, in the natural course of events, places him head and shoulders over all other riders of his immediate residence district in Brooklyn. It all happened this way: At Manhattan Beach, while a number of the men were in training prior to the Michael-Starbuck match, John S. Johnson, in the club uniform of the Penn Wheelmen, of Philadel-

phia, came out to work. An amateur with a heavy mustache was working on the track at the time. Johnson caught his rear wheel and followed there for a time. The amateur looked around and saw the yellow suit. He doubled over his bars and sprinted to get away from the man behind. Johnson allowed him to go and that settled it. The amateur was certain he had "easy meat" in the yellow fellow following him. Johnson again closed the gap and the amateur sprinted to get away, gaining a hundred or more yards. Johnson closed easily and then the "pure" bent down to work in earnest. He again pulled away and after gaining some distance, looked around warily every once in a while to see if Johnson was following. The comedy had been going on for some time when the few hundred people in the grand stand on one side of the track and the other hundred at the dressing rooms across the track, caught on to the fun at hand.

"Go ahead, you'll run away from him," shouted the trainers and racing men, while the people in the stand clapped hands in delight over the fun. The amateur looked around and again ran away. Johnson closed and down the stretch bent to his work as though sprinting. The amateur did likewise and pulled away from the bluffer. The crowd cheered and the trainers yelled. Finally, some one shouted, "Go ahead, Johnson; make a monkey of him," and some one else yelled, "Go on, Johnny."

The amateur put "Johnson" and "Johnny" together and made it Johnny Johnson, and then nearly fainted. He did not quite faint, but he got off his wheel in a hurry.

"Why in the world didn't some one tell me I was being made a monkey of?" asked the discomfited "pure" as he retired to his dressing room, the perspiration running in streams from his face.

"But I did run away from him,

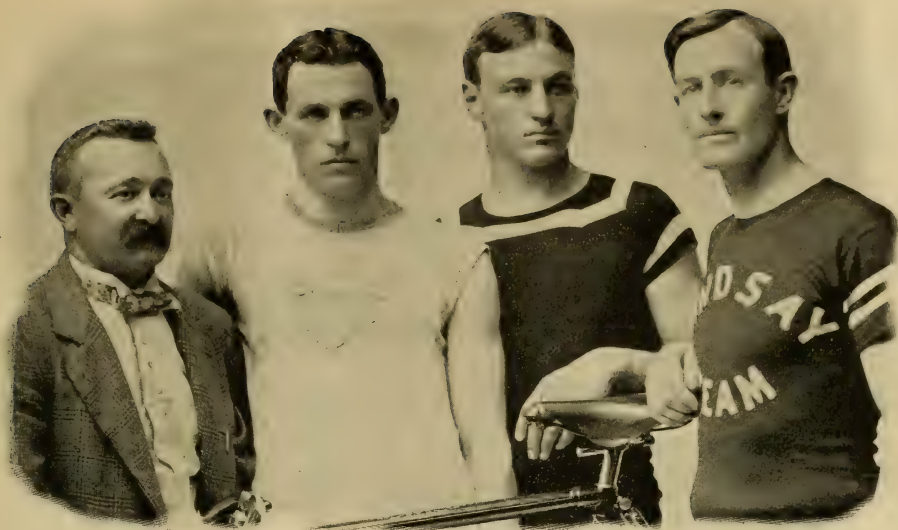
didn't I?" he continued, addressing his trainer. That day Johnson rode a twelfth of a mile in :08 flat, which is said to be the fastest sprint ever made on Manhattan Beach track, but the amateur was spared the knowledge of this.

Pacemakers of Distinction.

Just how it happened no man knew, but certain it is that the earth must have taken a turn upside down when such men as got up to pace at Manhattan Beach last Saturday, consented to do what has been thought menial work in times gone by. The year of '97 will have many features to look back to when it is closed. James Michael mounted a triplet, for instance, at Charles River park and rode in the great multicycle race. E. C. Bald paced a race to qualify at Trenton, much to the amusement of Chairman Mott, who asked him to do so as a joke and had that joke turned upon himself when Bald accepted; and Bald paced a great race, carrying the field around to the sprint, the heat being run in 2:07. This was the fastest heat of the season up to that time.

But the competing of Michael in a triplet race and the pacing of Bald to qualify, had nothing of interest in common with the great array of, pace-making talent that mounted machines to pull Michael and Starbuck along in their great thirty-three-mile contest of Saturday at Manhattan Beach.

Well posted men in the game would have bet great odds that John S. Johnson would never get up to pace another rider. But he did and Starbuck benefited thereby. Greater odds would have been given on Walter Sanger, but "Wooden Shoes" got up all right, and Jimmy Michael had the benefit of his big form on the rear seat of one of the quads. People had probably never counted upon W. W. Hamilton, the former holder of the paced and unpaced mile records as a possibility as a pacemaker, but he



THE LINDSAY TEAM.

TRAINER DUMBLETON.

C. R. COULTER.

W. C. SANGER.

W. W. HAMILTON.

made a good man for Michael and occupied a rear seat. McDuffie, the present American mile record holder, who gained his great record of 1:38½ only a week before, lowered his dignity and paced Frank Starbuck.

Michael beat McDuffie in their match, and McDuffie was desirous of assisting some one to beat the little Welshman. Jay Eaton, always too proud to get up as a pacemaker, humbled himself as the "Indoor King," and took his position on a pacemaking machine. Fred Titus, the former holder of the hour record of this country, against time and in competition, was up to pace Starbuck, who lowered the colors of Titus but recently. There were others of great note in the assembled seventy men used by the two men, including men from nearly fifty cities of the United States, the greatest array of pacemakers ever gathered for one race in America.

A Strong Unpaced Team.

The strongest team for advertising purposes that has been formed this

season is undoubtedly the Lindsay team, of which Clinton R. Coulter is the manager. Coulter is the holder of the mile unpaced record of 1:59½. With the team is E. C. Dumbleton, well known as a circuit chaser for many years. "Bundles" as he is familiarly called is the "funny little man" in the picture, and next to him stands Manager Coulter, formerly a circuit chaser but now one of the "outlawed" riders of the Pacific coast. Walter C. Sanger occupies the adjoining position to Coulter, and William Hamilton is the remaining member of the celebrated quartet. In Coulter, Sanger, and Hamilton, this team contains the three greatest unpaced riders of the world. Coulter's record is 1:59½, and that of Hamilton and Sanger is 2:00½, Sanger having tied the mile unpaced record held by Hamilton at 2:00½. Sanger and Hamilton stand ready today to race any other two men of the country for from one to twenty-five miles on the pursuit plan and will wager a goodly amount upon their ability to win. C. R. Coulter will shortly apply for reinstatement to the League of

American Wheelmen, Chairman Mott having promised favorable action upon his application immediately it is made. The three great riders will then stand ready to meet any other three riders of the land. Their mounts are the Lindsay bi-gear wheel, the machine which Coulter used in his great ride at Denver. Many fine points are claimed for this machine, among them great speed with a large gear.

The Lindsay team will follow the National circuit and will probably be members of the special car party to the close of the season. Hamilton held for almost eighteen months the mile paced record of 1:39½, lowered by E. A. McDuffie but two weeks ago. The mark was made at Coronado, March 1, '96.

Will Be a Great Handicap.

One hundred and fifty men will enter for the great \$2,000 handicap race of the Quill Club Wheelmen at Manhattan Beach on Labor day. The heats of this, the greatest handicap race of the season, will be run on the 4th and the final occurs on the 6th of September. The Quill Club Wheelmen realize that upon the success of this race and this meet depends much in the cycle racing world. Other meet promoters are watching with interest this costly experiment, which, after all, will not be so costly providing the 150 entries expected are received. The entry fee is \$10, and this number of entries will pay \$1,500 of the prize money. To the \$500 remaining must, of course, be added the usual expenses of running a meet, but those would have to be undertaken anyway. Many of the young riders who are not provided with the ready funds necessary to go through a hard course of training for the event and to pay the large entry fee of \$10, are securing men who will pay these sums and who will take the chance of a winning for

a gain. In other words, speculation is rife, and many men are being placed in the contest by speculators who count upon the possibility of profit through the winnings of their charges.

The racing man who is unable to raise \$10 to pay his entry fee belongs to the poorer lot and will hardly be considered in the contest when the final roundup comes. Every crack of any account will be found on the back marks of the contest and will be given a show for his "white alley." There will be no great break in the line between the back-mark men and the limit men, when the final line-up is made. Handicaps will be adjusted after the heats and the final will have men arranged in steps to the limit, that all may have an equal show. This will prevent a farce being brought out of so great a contest. So many races have been made farcical during the season through bunches of men qualifying from long marks and another bunch from the back mark, without a show to close the gap, that the readjustment of handicaps has been arranged for by Handicapper Batchelder.

Southern Circuit Dates Taken.

The additions to the National circuit meet dates as outlined by the Florida promoters in Bearings some weeks ago, have been decided upon and are as follows: Jacksonville will not support two days of racing, so the promoters in that city have decided to take but one day and St. Augustine follows Jacksonville. Jacksonville has made application for November 5 and St. Augustine takes November 6. From St. Augustine there is a ride November 7 down the east coast and famous Indian river to Miami, which gives a meet on November 8. Palm Beach takes November 9, Daytona November 10, Deland November 11, Orlando November 12, Tampa (Bellaire is the

name of the track and it is across from Tampa) November 13, Madison November 15, Valdosta November 17, Thomasville November 18 (the last two are Georgia points), Pensacola, Fla., November 20, Mobile November 22, and New Orleans November 24. Thence the circuit will proceed to Texas, reaching the Lone Star state for the first meet November 27. The trip will be rather hurried, for the party is due to arrive at the City of Mexico the middle of December for the Mexican national meet.

Sanger Retires From Racing.

Walter C. Sanger will be seen no more this season in circuit or other racing events. His father died last Sunday morning at his home in Milwaukee and Sanger left Sheepshead Bay, where he was quartered with the other members of the Lindsay team, for home. It will take him fully two months to straighten out the affairs of his father and to arrange the life insurance, which was very heavy. Walter has been keeping up this insurance for some years, ever since misfortune overtook his father, and the amount is said to be \$200,000, all of which is made over to Walter.

It has only been within the past few weeks that Sanger came east from Denver, where he scored a very distinct success, and he has not had the opportunity to really get down to work, owing to the change to the Lindsay bi-gear wheel, which he has been riding of late. Those who trained with Sanger say that he was riding stronger during the late days of last week than he ever rode before and predictions were freely made then that he would soon take his rightful position in the cycling world. He was one of the five men in the big race at Buffalo last Tuesday, but was

forced to withdraw from that, and he was to have been one of the team of five to represent the west at Boston on Wednesday. Sanger's loss to the Lindsay team is considerable, as the team has just been organized. It is very probable that John S. Johnson will take the place of Sanger, although Johnson was to have been signed within the week for the team as the fourth member. Clinton R. Coulter, the manager, has made application to the racing board, and will be reinstated, it is thought. In this event, Coulter will again enter the circuit racing, he and his men, Hamilton and Johnson, entering challenge for a pursuit race of from one to twenty-five miles for any amount and a side bet to suit.

Plenty of Twenty-Four-Hour Races.

With the landing of Gaston Revierre, the great French racing man, on these shores, America will see the long-distance racing fever in all its virulence. Revierre shines at the distances from six to twenty-four hours, and has frequently held the twenty-four-hour record of the world. He will be managed in his American tour by Dixie Hines, and will be ready to race by September 15. Revierre is ready to take on an even dozen matches of from six to twenty-four hours, and already has promises of a six-hour race with James Michael and of a twenty-four-hour race with Frank Waller. Hines has arrangements about concluded for six twenty-four-hour open contests for prominent tracks, in all of which Revierre will be a contestant. Lucien Lesna, the new American hour record holder; Stein, winner of the French Bol d'Or; Frank Waller, the "Dutchman," as he is known; Harry Elkes, son of the six-day rider, and many more good men are here, and will also enter.

ENGLAND GETS THE MILE RECORD

After an Absence of Six Years the Plum Crosses the Ocean—Platt-Betts' Remarkable Riding at Crystal Palace—Several Crackajacks Suspended by the N. C. U.

London, Aug. 19.—[Special cablegram to Bearings.]—J. Platt-Betts has at last succeeded in bringing to England the coveted flying mile record. At the Crystal Palace today he did 1:37 $\frac{3}{4}$, beating the 1:38 $\frac{3}{4}$ of McDuffie. The conditions were favorable, the wind having died down, making record breaking weather. This is the first time since 1891 that an Englishman has held the record.

PLATT-BETTS' OTHER RECORDS.

London, Aug. 14.—At the Crystal Palace, on Tuesday, J. Platt-Betts accomplished the feat of riding five miles inside nine minutes. The existing world's record, 9:04 $\frac{1}{2}$, was established by Betts on the same track on May 15. On the present occasion there was a southwest breeze blowing. Three Dunlop quintos and an equal number of quads were put on, under J. Burnley's direction, and Pem Coleman and E. A. Powell were the timers in attendance. The subjoined figures will show how Betts moved, but he hopes to further improve on the times made, under more favorable conditions, before departing for Australia.

Miles.	Time.	Previous Records.	Holder.
1 J. Platt-Betts	1:47 $\frac{3}{4}$	1:45 $\frac{1}{4}$	J. Platt-Betts
2 J. Platt-Betts	3:31 $\frac{3}{4}$ *	3:36 $\frac{3}{4}$	J. Platt-Betts
3 J. Platt-Betts	5:17 $\frac{3}{4}$ *	5:26	J. Platt-Betts
4 J. Platt-Betts	7:05 $\frac{3}{4}$ *	7:15	J. Platt-Betts
5 J. Platt-Betts	8:56 $\frac{3}{4}$ *	9:04 $\frac{1}{2}$	J. Platt-Betts

*World's records.

Platt-Betts following up his performance of last Tuesday made a second shot at the flying mile record of 1:40 on Wednesday. In the morning he went the distance in 1:40 $\frac{1}{2}$ with the wind against him. Starting again in the evening under similar conditions, and well paced by Dunlop teams, Betts reduced his previous

best by three-fifths seconds, doing 1:39 $\frac{3}{4}$.

Ten-Mile Mark Lowered.

Next evening Betts did a grand ride. Starting in quest of the ten-mile record of 18:20 $\frac{1}{4}$, standing to the credit of J. W. Stocks, Betts lowered his own figures made last Tuesday from two to five miles, and effaced those of Stocks from six to ten miles, covering the full distance in the world's record time of 18:02 $\frac{3}{4}$. The mile times, taken by Pem Coleman, were as follows:

Mls.	Time.	Previous Records.	Holder.
1	1:46 $\frac{1}{4}$	1:45 $\frac{1}{4}$	Betts
2	*3:27 $\frac{1}{4}$	3:31 $\frac{3}{4}$	Betts
3	*5:13 $\frac{1}{4}$	5:17 $\frac{3}{4}$	Betts
4	*7:02 $\frac{3}{4}$	7:05 $\frac{3}{4}$	Betts
5	*8:5 $\frac{1}{4}$	8:56 $\frac{3}{4}$	Betts
6	*10:43	10:55 $\frac{3}{4}$	Stocks
7	*12:35	12:4 $\frac{3}{4}$	Stocks
8	*14:26	14:34 $\frac{3}{4}$	Stocks
9	*16:15	16:27 $\frac{3}{4}$	Stocks
10	*18:02 $\frac{3}{4}$	18:20 $\frac{1}{4}$	Stocks

*World's records.

An Off-Day.

Last Saturday was quite an off-day in the London district with the exception of Cody's variety tournament at Wood Green. This meeting was very poorly supported by the public, though on the previous Monday 8,000 swarmed to see the novelties advertised by huge posters in the

neighborhood of northern London. Personally, I was highly interested in the show, although the cyclists certainly failed to score over the horses at the short distances arranged. The first part of the programme included displays of marksmanship by the Cody family on horseback and on foot, and calls for no comment. Then come a five-mile professional scratch race wherein the entry was restricted to second class riders. Warburton won the final by inches from C. H. Jones, of New Zealand, who has greatly improved since the Birmingham championships. Bassett was third, almost dead-heat with Jones. Next we had a chariot race in which S. F. Cody allowed a local horseman 40 yards start, and received a handsome beating, despite his daring driving. This race took place on four-lap-to-the-mile unbanked cinder path. Each chariot was drawn by a pair of spirited animals who made the dust fly, although the time for the three laps, 1:55½, sounds tame. The event which followed was between four cyclists, Cody on horseback, and a chariot—distance half a mile. The horseman rode on a dirt track between the cinder path and the cement track, and allowed the cyclists 50 yards and the chariot, 75 yards start. S. F. Cody went off at a furious gallop and beat Batchelor and Yates (the cyclists) by several yards in 1:03½. Finally Cody, standing on two horses, rode a two-lap match against Warburton on a cycle. Getting off at the pistol like lightning, Cody, who rode with splendid dash, defeated Choppy's son by twenty yards in 1:03½. Today Cody shows at Kensal Rise, prior to departing for Berlin.



J. PLATT-BETTS, HOLDER OF THE MILE RECORD.

The Northumberland county club held a meeting at Gosforth on Saturday which was largely shorn of its interest by the non-appearance of Barden, Chinn, Gascoyne, Camp, etc., who had agreed to attend. T. Osborn won the half-mile professional scratch, beating A. C. Edwards by inches. A. E. Walters was third. Edwards turned the tables on Osborn in the five-mile scratch race, beating the Poly. rider by six inches, Walters again securing third prize. E. F. Smith, with pacing, lowered the track record for ten miles, covering the distance in 22:50½.

On August 3, at Coventry, the Anglo Irish Club held their sports, the chief attraction being the hour contest between J. W. Stocks and a

motor bicycle. Before this item was reached, Harry Brown, 20 yards, won the mile handicap, beating G. R. Martin, 70, and Elijah Scott. Winbolt carried off the ten-mile scratch, beating Warburton by three yards, Howard third. The pace set was so hot that of fourteen starters only four finished.

Stocks Races a Motor.

In the hour race, the motor was ridden by Taylor, and took the lead at the start. Stocks lapped it at seven miles, admirably paced by Dunlop crews. Although delayed twice by punctures, necessitating a change of machine in the first instance, which destroyed the possibility of a big performance, Stocks lapped the motor a second time with four minutes to go, but just after his second puncture slowed him so he only won by 300 yards. Stocks' distance was 27 miles, 300 yards, the motor covering 27 miles.

Barden and Parlyby, while riding a tandem at Antwerp last Sunday on the track rendered dangerous by heavy rains, sustained serious injuries by a fall. On the same day, Arend, the professional champion of the world, after winning the 1,000-meter professional championship of Germany at Bremen, was beaten in a race at double that distance by Heilmann, a comparatively obscure rider.

Crackajacks Suspended.

During the week the suspension of Barden, Chinn, Gascoyne, Camp, and Martin by the Newcastle Center of the N. C. U. has caused no little surprise. It appears that, though entered for the Northumberland

County Club meeting at Gosforth last Saturday, the riders did not attend or ride, whereby the county club lost heavily. The racers are on strike against their agreements with the Dunlop company, through which they were secured for the Gosforth meeting in return for a money payment. Barden has wired from Ostend stating that he did not enter for the meeting. A meeting, to which the racers have been invited, has been called by the Newcastle center. Meanwhile there is a pretty triangular quarrel between the club and the union, the racers, and the Dunlop company.

W. J. Neason's Edinburgh to London record of 27:38:00 was beaten by John Hunt, of Nottingham, a brother of the twelve and twenty-four hour road record holder, George Hunt. John's time was 26:46:00, an improvement of fifty two minutes upon the previous best.

George Lacy Hillier has fallen a victim to the officious police constable and on Monday last was fined \$2.44 and costs at Lambeth police court, on a charge of alleged furious riding. G. L. H. was not allowed to give evidence and is not a little indignant over the injustice of the whole affair. He was going at under ten to the hour on a rough road when stopped.

The match between Tom Linton and Platt Betts is now declared off by Betts, who states it has been arranged for him to leave England for Australia on the 27th inst. Betts is therefore unable to meet Linton on a Paris track as the latter desires.

C. W. HARTUNG.

NEWS IN GENERAL

NEW YORK NEWS NOTES.

The New York-Philadelphia and Return
Record Badly Damaged—The New
York Division Road Books.

New York City, Aug. 19.—Once again a crack has been taken at the New York-Philadelphia road record and this time the route has been negotiated in 14:30:30, against the best previous record of 18:17:00. The new record holder is A. W. Evans, of New Brunswick, N. J., who has made a number of fast times on the road, and holds the twenty-four-hour road record. He left here at 4.35 a. m., and returned to the City Hall at 7.30 p. m., having covered the 204 miles in exceedingly fast time considering the roads and usual accidents that befell a record breaker on the public highway. He was paced by the tandem team of Gabriel and Ferry, and as proofs will be sent to the Century Road Club of America, he will undoubtedly be credited with the performance. He is not well satisfied with his effort, however, and may take another try at the figures within a few weeks.

Another record breaker to arrive today was Harry Leo, who left Sioux Falls, S. D., on July 24 and covered the distance of 1,784 miles in 25 days, 23 hours, beating the best previous record of 30 days, 8 hours, held by Charles Foster, of Kansas City.

The New York Division Road Books.

After countless promises that have been broken almost as quickly as made, the New York state division has at last issued its long looked for road books, "Fifty Miles Around New York" and "Fifty Miles Around Brooklyn." However, the delay has

been more than compensated for by the books themselves. They are gems that can not fail to be of interest to all cyclists of the metropolis and the City of Churches who are fond of touring.

Each book contains 166 separate map pages, covering more than 6,000 square miles of territory, and giving routes as far north as Poughkeepsie, eastward to the end of Long Island, and across into New Jersey to Philadelphia and the Delaware water gap. The plan of these books is different from any ever before adopted in a similar work, and the officials of the division declare that a fair valuation of the work and material would amount to \$15,000. Each route is mapped and shown by itself, with marginal notes referring to the quality and grades of the road, direction and terminals of the cross roads, and with text references to other connecting routes. Exact distances of miles and fractions of a mile are noted to all principal cross roads and points of interest. It is a book that can be copied with profit by the other divisions.

Says He's an Austrian Champion.

An odd character arrived on the steamer Prussia last week from Hamburg, in the person of John Mak, who claims to be one of Austria's champion bicycle riders. When he arrived, his chest was covered with gold and silver medals and he claimed to have a trunk full of cups and other trophies. On the lapel of his coat he wore a green shield, rimmed with silver, showing that he was a member of the "Gauverband," an Austrian association of wheelmen on the same order as the L. A. W. He terms himself "Austrian

Mak," and expects to make his mark as a bicycle racer in this country as soon as he makes a deal with a firm to ride their wheel, which he says can be easily arranged.

Bridgman Returns.

The American liner St. Paul which arrived today, had on board, M. L. Bridgman, the manager of the Metropolitan Bicycle Academy, of this city, who recently went abroad with Colonel Pope and A. G. Spalding, whom he left on the other side. Mr. Bridgman declared that he had a pleasant trip, but did not care to talk on trade matters, and doubtless the result of the trip abroad of the cycle magnates will not be known until they return. Thomas B. Jeffery, of Chicago, arrived on the same steamer.

The century craze has reached an alarming state in this district, and not satisfied with single and double 100-mile spins the Rutherford Cyclers, of Rutherford, N. J., are arranging for a triple or 300-mile run, to take place on September 5 and 6. Thirty-six hours will be the time limit to finish the journey, and medals will be given those who cover 100 and 200 miles. Many of the fair sex who have been through single and double century runs have declared their intention of taking a try at the larger game.

AL REEVES.

RACING ON THE CONTINENT.

**Arend Wins the German Championship,
While Bourrillon Gathers in Another
Plum—An Amateur Road Race.**

Paris, Aug. 13.—No race meetings have been held in Paris for the last fortnight. On the 1st inst., the Seine, Buffalo, and Auteuil tracks remained closed on account, so it was said, of the Glasgow meetings where several French cracks were supposed to race. Only Bourrillon and Nossam, however, crossed the silver streak, and the real reason why there were no races on the Paris tracks was sim-

ply because neither Manager Baduel nor Manager Desgrange could offer a sufficiently attractive programme to draw a crowd.

The "mixed" meeting, which was to have taken place at the Buffalo track last Sunday, did not come off owing to the bad weather. Rain fell in torrents all the morning and Monsieur Baduel decided to postpone the races. He had no sooner dismissed the police and the officials than the clouds vanished away and the sun put in its appearance. To make some amends to the three or four hundred people who took the trouble to go out to Buffalo, the doors were thrown open and the public allowed to enter free, and watch the training of the disappointed male and female riders. The females attracted a great deal of attention as they have adopted the same racing costume as the men, with one little exception—they wear stockings instead of socks.

The German Championships.

The German championships were run off last Sunday at Bremen. As expected, Arend won the professional championship, but, to the general surprise, he was defeated in the grand international by Heimann, who is not at all of the same class. Jaap Eden's presence at Sunday's race meeting at Amsterdam attracted a great number of spectators, happy to catch a glimpse once more of their popular champion. Jaap won as he pleased in the two events in which he competed—the lap contest, in which he took every prize, and the Dutch brassard which will bring him, besides the prize, \$1 a day for the next month.

An American Victory.

On the same day a very interesting meeting was given at Rouen. The chief event was the scratch race in which Bob Terrill, the American, scored a victory. In the final, Rouquette and Durand collided, causing the former to fall. The finish was a

close one, the American winning by a narrow margin from Blinn, second, with Durand third. In the race for tandems, the Durand-Terrill team was defeated by Rouquette-Renaux. At Chambéry, a big race meet was gotten up in honor of the visit of the president of the republic. The track forms a circuit three-quarters of a mile. Lambrechts, the Lyons crack, carried all before him and was given a grand ovation after the races.

The short and middle-distance championships of the Swiss Cycle Union were held last Sunday at Geneva, at the Vélodrome de la Jonction. Henri Henneberg won the speed contest after a hard tussle with Dufaux, and Barrot scored in the 100-kilometer event, covering the distance in the very creditable time of 2:27:35.

Another Plum for Bourrillon.

The Grand Prix d'Anvers meeting, which commenced at the Vélodrome de Zurenborg on the 9th inst., came to a close on the 10th. The crowd was enormous on the last day, over 12,000 people paying admission to witness the final of the Grand Prix. The French rider, Bourrillon, was again the hero of the day, winning the event from Protin by a narrow margin. Bourrillon had raced the previous day at Berlin where he won the Grand Prix de Charlottenbourg, and had traveled all night in order to compete in the semi-finals of the Grand Prix d'Anvers. Traveling appears to agree with the French crack for it neither affects his jocular disposition nor his present splendid form. He rode four times during the day and won easily on each occasion. His victory over Protin, who is said to be in the pink of condition, is one of the finest he has ever scored.

The final brought out Protin, Bourrillon, and Momo. The Italian, as usual, sprinted the last 500 meters, gaining on the jump a lead of some

ten lengths on his two opponents. Bourrillon went off in pursuit of the fugitive, trailing Protin around with him. As soon as the Frenchman gained contact with Momo, the Belgian rider gave a terrific jump which landed him in front, a clear three lengths ahead of his opponents. Bourrillon, however, meant to have a look in at the finish. In a splendid rush, he gradually caught up to Protin and succeeded in gaining a slight advantage as the two men flashed across the tape. Although the spectators were evidently disappointed at the result of the race, they nevertheless gave the Frenchman a splendid ovation.

The Big Twenty-Four-Hour Race.

For the last week or so the sole topic of conversation in cycling circles has been the Huret-Cordang-Rivierre twenty-four-hour match which will commence tomorrow evening at the Auteuil track. All three men are in tiptop form, and a grand struggle is anticipated. Constant Huret is the favorite. The ex-baker boy has gained enormously in speed lately. He is undoubtedly faster than his two rivals and talks of covering 900 kilometers in the twenty-four hours. Given his wonderful staying powers, he is bound to make a creditable performance, and it is probable that the figures for the twenty-four hours will once more be altered.

Amateur Mud Pluggers.

In spite of a drenching rain and heavy roads, sixty-three riders started on Sunday in the annual Paris-Dieppe amateur race, a distance of 110 miles. The start presented a very curious sight. Some riders had pinned newspapers on the back of their coats to catch the mud, but the majority had invested in corn sacks in which they had pierced three holes, two for the arms and one for the head. They had a very weird appearance as they dashed through the Bois de Boulogne in the blinding rain. Only fifteen riders finished, the others

having quit at various points on the road. At Dieppe the weather was, if anything, worse than at Paris, it having rained steadily since Saturday morning. Ph. de Marne was the first to arrive, having covered the course in the excellent time of 7:26:40½. Walter Lamplugh, an English rider, came in second in 7:57:00½. J. H. COLEMAN.

SPRINGFIELD'S COMING MEET.

Races Will Be Run September 15 and 16—
Michael and Lesna Matched for \$1,500—
Hendee and Rowe to Race.

Springfield, Mass., Aug. 23.—That Springfield will hold for another year its pre-eminence as the place of the meet of meets on the National circuit is fully assured by the official list of events and prizes which is given herewith. Never before in the history of cycle racing has such an aggregation and variety of talent been secured at one meet.

An attraction which in itself should draw from 10,000 to 15,000 spectators will be a twenty-mile match between Lesna and Michael for a purse of \$1,500. The managers of other meets have sought in vain to get this attraction. Each man will furnish his own pacemakers, of whom there will be a score or more in the interests of each. Quads and sextuplets will be used principally. Raymond Pognon, Lesna's manager, is delighted with the Hampden park track and stated last week that he would rather have the race occur on the Springfield track than on any other in the country. The race will be watched in Europe with nearly as much interest as at home. Another strong attraction on the first day, especially from the manufacturers' point of view, will be the military road race of Company B, Second Massachusetts militia.

Hendee and Rowe to Ride a Match.

Hendee and Rowe, former champions whose popularity has not

dimmed with their retirement from the race tracks, will appear on high wheels in a mile race, best two out of three heats, for a prize valued at \$300. One heat will be run each day, the third heat also being on the second day in case of a tie. To many, this event will be the choicest part of the tournament. Hendee and Rowe in competition on high wheels will cause a quickening of the pulse of the enthusiasts who attended tournaments in the days of the good old ordinary. Besides the attractions already outlined all of the crackajacks of the National circuit will of course be present as usual. The trial heats will be run off Tuesday, September 14. Following is the official list of events and prizes:

First Day, Wednesday, September 15.

1. Military road race, open only to enlisted members of Springfield City Guard, Company B, Second Regiment, M. V. M. The conditions of this race are as follows: The contestants to be armed and equipped as infantry in light marching order, riding over a course selected by the Springfield Bicycle Club. The start and finish to be made in front of the grand stand in Hampden park. The distance will probably be twenty or twenty five miles.

2. One-mile open, professional, semi-final.

3. One-mile open, amateur, semi-final.

4. One mile, professional, 2:10 class. First, \$60; second, \$30; third, \$20.

5. One mile match race. Hendee and Rowe. First heat. Prize valued at \$300. Best two in three.

6. Quarter-mile amateur, L. A. W. national championship.

7. Half-mile open, professional, final. First, \$60; second, \$25; third, \$15.

8. One-mile open, amateur, final.

9. Fancy riding.

10. One mile open, professional. First, \$75; second, \$30; third, \$20; fourth, \$10.

11. Half mile handicap, amateur.

12. One-mile handicap, professional. First, \$60; second, \$30; third, \$20; fourth, \$10.

13. Twenty mile match race between Michael and Lesna. Purse of \$1,500.

Second Day, Thursday, September 16.

1. Half-mile open, amateur, semi final.

2. One mile open, professional, record race, semi-final.

3. One-mile match race. Hendee and

Rowe, second heat. Prize valued at \$300. Best two in three. A third heat will be run after event 9 if necessary.

4. Third mile, professional. L. A. W. national championship.

5. One mile, 2:15 class, amateur.

6. Half-mile open, professional. First, \$60; second, \$25; third, \$15.

7. One mile open, amateur, final.

8. Fancy riding.

9. One-mile open, professional record race, final. First, \$175; second, \$100; third, \$65; fourth, \$35.

10. Half-mile open, amateur.

11. Half-mile handicap, professional. First, \$60; second, \$35; third, \$25; fourth, \$15.

12. Five-mile, amateur, L. A. W. national championship.

13. Two-mile handicap, professional. First, \$75; second, \$30; third, \$25; fourth, \$15.

E. W. PENFIELD.

FIRST NORTHWEST MEET.

Ziegler and Other Californians Draw Good
Crowds at Portland—Races Run Under
C. A. C. C. Auspices.

Portland, Ore., Aug. 15—The first race meet held in the northwest under the auspices of the California Associated Cycling Clubs, took place at Portland field yesterday afternoon, and, although it was a broiling day and on a Saturday afternoon, over 600 people filed into the grand stand to witness the inaugural meet of the Northwest circuit. Yesterday was the hottest day of the season, and the riders and spectators suffered greatly from the almost unbearable heat, but despite the uncomfortable conditions both the racing men and the spectators entered into the afternoon's sport with a zest unheard of in former race meets.

The California riders who came north to assist in the inauguration and incidentally to fill their pocket-books, carried off most of the prizes. Otto Ziegler won the principal event of the day, the one-mile open for professionals. Elford, of Oakland, Cal., with a handicap of 110 yards, won the professional handicap, and

Vaughn, the heavyweight rider from southern California, secured the second prizes in both races.

Easy Win for Abendroth.

The one-mile and a quarter handicap for northwest professional riders was a rather easy win for Carl Abendroth who rode from scratch. Allen, 20 yards, gave the winner a hard tussle on the backstretch but was unequal to the task in the finishing straight. The field bunched on the third lap and loafed until the sprint was started by King, 75 yards, but Abendroth was not asleep and made his usual quick jump and won the race.

The one-mile professional handicap for California riders was a very interesting race and served to settle old scores to some extent. The starters were, Ziegler and Jones, scratch; Whitman, Los Angeles, 45 yards; Vaughn, San Diego, 35 yards; Downing, San Jose, 25 yards; Elford, Oakland, 110 yards. The field soon bunched, with the exception of Elford, who plugged his way to victory and \$40 with comparative ease, winning the race by at least fifteen yards. Vaughn beat Ziegler out in the sprint between the short markers.

The race of the day—the mile open for professionals—was an easy victory for Ziegler, whose superb finishing powers startled the natives. The starters in the final were Ziegler, Allen, Downing, Jones, Vaughn, and Abendroth. King was put in to set the pace, the position falling to Abendroth. The field bunched for the final sprint and came around the last bank in a confused mass, but little Ziegler was in and out of it in a second, taking first place from Vaughn by over a length, with Jones in third place.

Summaries.

One and one-quarter-mile handicap, professional—Carl Abendroth, first; E. D. Allen, second. Time, 3:04½.

One-mile handicap, professional—Bert Elford, first; W. B. Vaughn, second. Time, 2:15.

One-mile, professional; final heat—Ziegler, first; Vaughn, second; Jones, third. Time, 2:20.

One-mile, amateur; final heat—Wing, first; Shipp, second. Time, 2:29½.

The Second Day.

Portland, Ore., Aug. 16.—The grand stand and bleachers at Portland field were crowded yesterday by an enthusiastic crowd—in fact, the crowd was the most enthusiastic that ever attended a meet in this city, and their enthusiasm was justifiable. The meet of yesterday was the best ever seen in the northwest, and the C. A. C. C. made many friends in consequence. Instead of the poor racing and worse management predicted by the opposition, everything went off smoothly and without a hitch. So much for the C. A. C. C. Yesterday's meet was the first ever held in the northwest where there was not some kind of trouble. Heretofore it was either the referee or the handicapper or the timers that caused the trouble, but whichever it was the trouble was always apparent.

Nearly 2,000 people witnessed the afternoon's sport. The riding of Ziegler, Vaughn, Whitman, Colter, and Wing was especially praiseworthy.

The final of the professional quarter-mile was a pretty race and had the following starters: Vaughn, Allen, Rucker, Jones (Cal.), Jones (Wash.), Jack Sharrick, and Hardy Downing. Allen assumed the lead at the start and held it for all of an eighth when Downing passed him. Jones (Cal.) set out after Downing and for a few seconds it looked as if he would pass his rival but he was unequal to the task and was given second place with Allen in the third position.

Ziegler Quits in the Handicap.

The two-mile professional handicap was a most exciting race. Ziegler, scratch; Downing and Abendroth, 40 yards; Allen, 50 yards; Whitman, 80 yards; Jones and Sharrick, 90 yards; Vaughn, 100 yards; Rucker, 140 yards; Elford, 160 yards, and Kin 180

yards. Vaughn and Whitman started out at a terrific pace and soon had the bunch at their mercy. Ziegler dropped out on the fourth lap, the handicaps being too big for him to overcome. On the seventh lap Abendroth's tire came off and he was thrown out of the race. Vaughn jumped Whitman in the finishing straight and won first place, Whitman second, and Sharrick third. Sharrick made a very game ride.

The last race of the meet was the professional mile open, which as usual fell to Ziegler, who won easily. Whitman, of Los Angeles, and Jones, of San Francisco, finished second and third, respectively. The time, 2:17, was the best of the day.

Summaries.

Quarter-mile dash, professional—Hardy Downing, first; Allan Jones, second; E. D. Allen, third. Time, :32½.

Quarter-mile, flying start, against time, amateur—J. E. Wing, first; Percy R. Mott, second; Watt Shipp, third. Time, :30.

Two-mile handicap, professional—W. B. Vaughn, first; Daniel Whitman, second; J. Sharrick, third. Time, 4:41½.

Two-mile handicap, amateur—Frank Colter, first; Watt Shipp, second; J. E. Wing, third. Time, 4:55.

One-mile open, professional—Otto Ziegler, first; Daniel Whitman, second; Allan Jones, third. Time, 2:17.

Half-mile tandem, pursuit race—Frank Colter and Watt Shipp won. Time, 1:08.

S. B. V.

MOTOR CARRIAGES BARRED.

The Commissioners of the District of Columbia Prohibit Their Use—New Cycling Rules—Storing Employees' Wheels.

Washington, D. C., Aug. 23.—An interesting question has arisen in the executive departments regarding the storage of bicycles during office hours. The number of wheels used by government clerks has so increased within the past year that it is a question how and where to store them during the time the clerks are at work. The wheelmen argue that the government should provide adequate facilities for the protection of their wheels during office hours, and a petition has been circulated in one of the departments asking that sheds be

erected for the special care of bicycles. This petition has received a great many signatures, not only of those who ride, but also of those who do not ride but believe in the equity of the request.

Officials Opposed to the Expense.

On the other hand, many of the officials are opposed to the proposition that the expense of storing wheels should be borne by the government. They argue that, as the wheel has been declared by the courts to be a vehicle, it would be just as proper for the clerks to expect the government to stable their horses as to store their wheels during office hours.

In some of the departments the clerks have subscribed money for the erection of sheds for covering their wheels, and they each contribute a small sum monthly to pay a man to clean and oil the machines. It is estimated that about one-tenth of the government clerks in this city are cyclists, and the number is increasing every day. One prominent official predicts that in the near future there will be bicycle stables near public buildings which will do a lucrative business.

Amendments to Police Regulations.

The Commissioners of the District of Columbia have made some important amendments to the police regulations. They are especially intended for bicycles, and have been published by the commissioners in order that the wheelmen may make suggestions before they are finally adopted. Some of the more important revisions of the old law are as follows: Pennsylvania avenue is considered two streets, and vehicles must keep to the right on both sides of the car tracks; when crossing intersecting streets, where there are car tracks, bicyclists must not move faster than six miles per hour. On streets free from car tracks twelve miles per hour is the maximum

rate of speed, and fifteen miles is the highest rate allowed on suburban roads; drivers of vehicles must see that cyclists are not unnecessarily crowded, and wheelmen must ride with heads up in order to watch out ahead; no more than three cyclists will be allowed to ride abreast.

These new regulations were promulgated at the request of the local division of the League of American Wheelmen, the members of which have labored hard to secure the rights of wheelmen in this city.

Horseless Carriages Barred.

The commissioners of the District have refused to allow horseless carriages on the streets of Washington. They claim that the carriages will frighten horses and cause runaway accidents. The refusal is for insufficient cause, for the same objections have been made to electric cars and even to the bicycle, yet they are on every street in the city and it is still safe to drive a horse in the national capital. The refusal of the commissioners stands in the way of progress, and it is safe to say that they will be forced to back down from their high stand before long.

Will Defy the Commissioners.

A prominent citizen, who is much interested in the subject of horseless carriages, said to the writer: "I intend to operate a horseless carriage on the streets of Washington during the fall and I defy the commissioners to stop me. I will not have to take out a permit, for the law provides that only drivers of public vehicles shall be required to take out permits. I do not see how the commissioners can stop me. The horseless carriage is one of the great needs of the present, and when it is sufficiently perfected it will be one of the greatest instruments of economy. Here in Washington, where we have miles upon miles of asphalt streets, would be an ideal place for horseless carriages, and

I think the day is not far distant when they will be a common sight on the streets." H. G. W.

DENVER WANTS A TAX.

Discussion Going on Over the Merits of Such a Law—Squabble Over the Relay Race.

Denver, Colo., Aug. 21.—Chicago's experience with a bicycle tax has not deterred the theorists from stirring up the question in Denver and already the drafts of several ordinances proposing to tax bicycles have been made and are now being discussed outside the city council chamber. The Arapahoe Wheel Club at its last meeting had one of these bills before it for consideration, but after worrying over it two hours the members resorted to a common panacea for such ills and laid it on the table. It is not likely to be taken up again.

While such a measure would find many adherents, there are not enough enthusiasts in Denver to secure its passage at the present time. Whatever the wheelmen ask for here they generally get and there are several things that will be asked for before a bicycle tax, despite its advantages. Good streets and good roads now interest the cyclists more than anything else. It is due to their efforts that Eighteenth avenue, leading from the center of the city to the city park, a favorite resort for thousands of people on wheels, has been placed in fine condition. Other streets are receiving like attention for the same reason.

The Cycle Path.

Out of town, the project that arouses most interest is the Denver-Palmer Lake cycle path. The association that was organized and incorporated with Governor Adams at its head, is getting on fairly well with the raising of funds for the improvement. Nearly one-fourth the amount of money required, \$10,000, has al-

ready been subscribed and the list is filling up rapidly. The path when built will be the longest cycle path in the United States—fifty miles of five-foot cinder path.

The little controversy that threatened a repetition of last year's row over the 100 mile road relay race, has almost come to an end and will probably be permitted to die out. Up to the date of the last meeting of the Associated Cycling Clubs, the management of the race had got along finely without a shadow of disorder. But at that meeting the predicted and the dreaded occurred. In the rules adopted early in the preparations there was a clause providing that no man not a member of a club sixty days before the date of the relay could be entered as a member of any team. That was perfectly satisfactory. But recently the Denver Wheel Club, on the strength of having a new clubhouse, has been adding largely to its membership and among others had secured two men who were considered first-rate material for the club's relay team. The Arapahoes also had some new material that would be barred by the sixty-day rule.

At the last meeting of the Associated Cycling Clubs the representatives of the two teams got together and tried to bring about an abrogation of this rule. The attempt failed, but a little later in the meeting, when the excitement had abated somewhat, the interested members tried again. This time they moved to reduce the limit to thirty days. There was a fight from the jump, but after a long debate the motion was carried. The meeting adjourned in something like disorder, and there were loud threats made by some representatives to withdraw from the association and to stay out of the relay. Since that time the feeling has been intense, and has quieted down only within the last two days, and then only because the Denver Wheel Club announced that

it would not take advantage of the amendment, and would enter only riders who had been members of the club the full sixty days.

The Relay Race.

There will be no withdrawals from the relay race, then, and today the big silver cup was taken from its resting place in the Denver Athletic Club and placed on exhibition in a downtown show window. To win the cup finally it must be won three times in succession. The D. A. C. won it last year and has a good show to win it this year. The race will be ridden next Saturday over the Brighton course. Teams are entered from the Denver Athletic Club, Denver Wheel Club, Arapahoe Wheel Club, Ramblers' Wheel Club, and Burlington Wheel Club.

Letters received recently from Denver's favorite racing man, O. B. Hachenberger, are somewhat discouraging to his manager, S. B. Leonard, and to his other friends. He is taking the baths at Las Vegas for his stiffened knees. At first after going there he improved but of late his condition has grown worse and there are some doubts of his being in racing condition again this year. There is no question now but that he was in bad shape when he was beaten by Walter Sanger in June and there are many people that would like to see him have another trial with "Wooden Shoes."

There is sorrow, too, for another Denver favorite, "Billy" Hamilton. His record of 1:39½ for the paced mile stood so long that he came to be regarded as having a "cinch" on it. Now that McDuffie has taken a slice off it and Platt Betts another slice, Denver wants to know what W. W. will do about it. He is in the east now where there are plenty of big machines and some good tracks.

A Conundrum.

Charles Price is still a shining light in the Denver Wheel Club Sunday

runs, but at least five members of the club look askance at him on these occasions. Price is a conundrum in the brains of the Denver Wheel Club. Chairman Mott says that, being a professional, he can not compete for the Denver Wheel Club mileage prize. Price says, quite correctly, that there were no restrictions mentioned when the mileage prizes were offered. He declines to drop out of the race and the other members feel that they are trembling upon the brink of the professional precipice as long as Price is in the contest. Just what will be the outcome of the affair if Price continues to be persistent is a matter of great doubt. However, since Price is desirous to be put back in the amateur class, there is a fond hope that he may take this occasion to be gracious and help out his own case by dropping from the contest. The Denver Wheel Club will move into its new clubhouse about the last of this month. The finishing touches are being put to the interior decorations of the building and the gymnasium apparatus is partly in place. This gymnasium will be the largest in the far west and one of the best equipped. E. A. B.

ON THE "PIPE DREAM" ORDER.

A St. Louis Man Wants to Build a Boulevard to Kansas City—Robert Holm
Out of Office.

St. Louis, Mo., Aug. 21.—An idea that should meet with the hearty support of every wheelman in the state is that of Col. G. M. Lane, of St. Louis County, to build a boulevard 200 feet wide from St. Louis to Kansas City, via Union, Jefferson City, Sedalia, and Warrensburg. The plan is to divide the roadway into three drives, one for cattle, one for vehicles, and one for bicycles; the surface of the latter to be of asphaltum or other material that will give a smooth surface. As nearly as possible it would be in an air line and the length of the

boulevard would be about 375 miles. The estimated cost is \$1,000,000, but much of the work could be done by convict labor, and a careful estimate shows that the increase in the taxable value of the land along the proposed route would in five or six years reimburse the state for every cent expended. The right of way would cost nothing, as a canvass along the route showed that the property owners are anxious to have it constructed and would donate the land. Col. Lane is at present busy agitating the matter and will have a boulevard bill introduced in the next general assembly and expresses himself as being confident that it will be favorably received.

Holm Out of Office.

A Missouri division election without Robert Holm as a candidate for the principal office is nearly as much of a novelty as a presentation of Hamlet with the Dane left out, but such it would appear will be the state of affairs this year, and what promised to be a very bitter fight has resolved itself, in all likelihood, into a very peaceful election. The trouble started in Kansas City putting forward a candidate for the chief-consulship, which Chief-Consul Holm objected to, as he thought that the principal office should be filled from St. Louis. Several St. Louis candidates were nominated and Chief-Consul Holm was renominated for the office, but with the exception of Holm, all the St. Louis candidates declined to run and this left the fight between Holm and Albert Young, the Kansas City candidate. Opposition having developed to Holm in certain quarters it was deemed wisest, if at all possible, to secure a compromise candidate and this was finally done by obtaining the consent of Henry V. Lucas, who was one of the St. Louis candidates who declined to run, to withdraw his declination, with the understanding that Holm was to

withdraw from the race and throw his strength to Lucas and that Young would do likewise and be satisfied with the vice-consulship. Thus the disagreement was settled and for the first time in eight years Missouri will have a chief-consul other than Robert Holm.

Cyclists After Legislation.

The frequency of accidents due to scorching has brought the cycling element so prominently before the city solons that they decided something must be done to stop indiscriminate scorching, with the result that they are now in the throes of an effort to pass a lamp, bell, and speed ordinance. Two bills are now prominently before the house of delegates. One, known as the Judy bill, is class legislation pure and simple, as its provisions call for lamps on bicycles only and limit the speed of bicycles to eight miles an hour, and virtually make the bicycle rider responsible for all accidents, although the negligence may not have been on his side. This bill is being vigorously opposed by the city streets committee, the L. A. W., and the cycle board of trade, but is favored by the committee having it in charge, as a number of the members of the committee are livery stable owners and averse to a universal lamp law, and it is possible that it will be reported favorably to the house of delegates. The other bill is known as the Coudrey bill, and was drawn up by the city streets committee. By it all vehicles are compelled to carry lights, all bicycles to carry bells, all vehicles to maintain a "moderate rate of speed" on the highways, not more than three vehicles to be ridden or driven abreast on a public thoroughfare, and no animal or vehicle to be left unhitched or unguarded in a public place. Should the Judy bill pass the house of delegates, an effort will be made to kill it in the council, but if it should become a law it will

be fought in the courts as being class legislation. W. P. L.

NORTHWEST WAKING UP.

**Will Have Plenty of Racing This Fall—
Capitalists to Back Sunday Races—Think
Chairman Mott Presumes.**

Minneapolis, Minn., Aug. 23 —The approach of the fall season brings with it for the racing enthusiast the promise of a good round of his favorite sport, which is pretty sure to receive an impetus from the state fair races which will occur the week of September 5. There will be races then for all classes, boys and men, amateurs and professionals.

Following the fair it is proposed to hold weekly meets every Sunday until the snow flies, and it is understood that the United Wheelmen of America will favor the plan, as several local capitalists are ready to stand back of the plan and put up the funds for prizes to make it an object to professionals to enter. It is believed that the plan will be carried out.

There is also a prospect of getting a one-day meet in September, at which Johnny Johnson and Jack Parsons, the Australian, will be the stars.

The Lawson-Fairmon race of over a year ago at Minnehaha has been declared no race by the racing board of the L. A. W., under whose rules the race was held. It was apparently a put-up job, and Secretary Jones, of the driving park, protested, though it was declared a race by Referee E. B. Smith. Secretary Jones' protest is, therefore, sustained.

Not Much Concerned.

Some comment has been occasioned here by the action of Chairman Mott, of the L. A. W. racing board, in suspending a long list of erstwhile L. A. W. members who are now prominent in the U. W. A. Local members of the latter organization

are disposed to treat the matter lightly and call the action of Mr. Mott a piece of presumption. It is reported by those intimately connected with the Minnesota U. W. A. that the organization is enjoying a substantial growth.

The United Wheelmen's road race, which was postponed from last Sunday, came off this week and resulted as follows: First time, Charles Peterson, 2:00 man; second time, L. Oberg, also a 2:00 man; third time, Charles Palm, scratch; first place, Harry Hale, limit; second place, Al Perkins, 4:00 man.

St. Paul to Have a Lamp Law.

The St. Paul board of aldermen has passed a lamp ordinance somewhat similar to that proposed in Minneapolis, and it is now in the hands of the mayor for signature.

During the carnival to be held in this city state fair week, the wheelmen will figure conspicuously. A number of prominent dealers are planning to have clubs in the parades which will occur each evening.

W. P. KIRKWOOD.

THE CIRCUIT IN MEXICO.

**Southern Extension of the National Circuit
Should Be a Grand Success—Zimmer-
man Promises to Compete.**

City of Mexico, Aug. 16.—No country ever came to the front faster from a racing standpoint than has this Republic, during the past twelve or even six months. The organization of the U. C. M., (correctly speaking, the Union Ciclista Mexicana, and not the Union Ciclistos Mexicanos) has done more than anything else to promote the interests of the sport in the entire country, and of course in this city particularly.

There seems to be no doubt now that the National circuit of the United States will be extended south, and that it will become an international affair. Coming, as this cir-

cuit will, at a time when there are no conflicting dates, the entire attendance of the first-class racing men seems to be an absolute certainty. The trip will not only be a profitable one, but very interesting as well, and will doubtless be taken in easy stages so that the men can see the country thoroughly.

Among the riders who have assured President Crump of their willingness to be on hand, no less a personage than the famous A. A. Zimmerman has promised to follow the Mexican circuit and enter into the competitive events. If anything were needed to assure the success of the various meets, this fact alone should settle the matter.

There are, perhaps, a half dozen cities where good meets can be held, and each of them can stand more than one day at a time, and should prove profitable for return engagements.

Special Car Plan Not Feasible.

Unless the trip is made in a round-about way, and in a much more expensive manner than would otherwise be necessary, the special car plan will not be a possibility, as from Laredo to Monterey, San Luis Potosi, and from there to the City of Mexico via the shortest route and the one which brings the circuit points almost in line, the road is a narrow gauge, and the special car would not be available beyond Laredo, unless the return trip is made to San Antonio, and from there via Eagle Pass to Monterey, then back again to the Mexican Central for Guadalajara, and another trip made across to San Luis Potosi, and back again to the main line of the Central. If it were not for the fact of this line of narrow gauge railway, which is the most important to be considered in the republic in this matter, there being situated on it at least four of the best cities where race meets will be possible, the special car plan would work very well;

that is, if it would work at all, but where several days' stop in each town would necessarily have to be made, it is very hard to see wherein the plan could be made to work economically. It is not at all infrequent that the railroad yards where a special car would necessarily have to be sidetracked, are quite a distance from the main part of the city and quite unavailable as a satisfactory place to spend the nights in special cars, so that the car could only be considered available for traveling quarters and not for quarters for the men while stopping for more than a day in any particular city.

The Most Economical Route.

If the circuit is established, the route to be followed most economically, after finishing up the main part of Texas, exclusive of El Paso, which is over 600 miles west of San Antonio, would be to go from San Antonio to Laredo, Laredo to Monterey, Monterey to San Luis Potosi, and from thence to the City of Mexico. It is quite likely that several weeks even may be consumed in and around Mexico City, and a side trip to Pueblo and Guadalajara could be made from that point to as good an advantage as from any other. Return dates could then be arranged for San Luis Potosi, Monterey, Laredo, and the principal Texas cities where they were wanted, and El Paso, unless that point is particularly anxious for a meet, might well be left out of the calculations on account of the extreme distance that would have to be traveled, unless the party was en route to the Pacific coast.

By taking the matter up early with the different railways, particularly from San Antonio and return to that point, very satisfactory party rates can be obtained—in fact, more than half of the regular fare can be saved, and, if the route is mapped out properly in advance, a round trip ticket might be gotten that would cover the entire trip.

It will unquestionably be the greatest international trip that has ever been undertaken, and ought to be a grand success. As an advertising venture for the firms which will have representatives among the teams it will be unexcelled, as it will introduce their goods into a country that bids fair to be a very important factor in the cycle trade of the United States. The Mexican export trade justly belongs to the United States, and with proper care it could be retained for a long time to come.

Will Have to Get Acclimated.

It will perhaps take a month or six weeks after arriving in the high altitude of the City of Mexico, before the men are able to compete in the races as well as they could in the United States, and it would not be at all surprising if some of the first, or even second class men of this country should be able to defeat the best of the American riders at the outset, but after once getting used to the climate the northerners should ride even faster than at home. With proper care in the matter of drinking water, and with sufficient time to become used to the altitude, none of the American riders will find any difficulty in Mexico.

The U. C. M. has already sanctioned Sunday racing, thereby avoiding any difficulty on that score, and it is to be hoped that it will also profit by the experience of other associations controlling cycling in various countries and allow the professionals also to hold membership.

H. D. SPORE.

THE KANSAS STATE CIRCUIT.

Grand Stand Falls at Hutchinson and Injures Many People—Races at Emporia, Newton, and Wichita.

Topeka, Kan., Aug. 23.—The Kansas state circuit races during the past week have demonstrated that the people of Kansas are interested in the

sport and are willing to put up their money to aid in maintaining it.

There was but one casualty during the week and that was at Hutchinson, where an irresponsible contractor failed to complete a portion of the grand stand, which, when filled with people, crashed through the lower frame to the ground, injuring a number of spectators. There was an immense crowd at the races, and the section of the grand stand which fell carried 500 people to the ground. Excitement at the time of the accident was intense, and it was feared that many people had been killed, but fortunately only a few of them were injured. A telegram from Raymond today announces that Mrs. Beckett, who was most seriously injured, is slowly recovering, and although her injuries may yet prove fatal, her family is not alarmed so much as they were a few days ago.

During the past week John Conover, of Kansas City, has been the bright particular star of the circuit. He has been winning many races since the circuit was started, but at Wichita, Friday and Saturday, he was especially lucky. Maule, of St. Louis, who made heavy winnings the week previous, with Conover second, took second place himself this last week and Conover finished in first the principal part of the time in the amateur events.

Among the professionals DeCardy, of Chicago, Hofer, of St. Paul, and Cummings, of Marengo, Ia., did effective work.

No state records were broken during the past week although the times at the various meets were not slow. At Newton and Hutchinson, where new tracks have just been completed, the patronage was unusually large and the wheelmen who managed the races are greatly encouraged with the outlook.

Leaving Wichita the riders will go to Parsons, then to Fort Scott, finish-

ing the state circuit at Kansas City, Kan., with a big meet August 27 and 28.

The summaries during the past week are as follows:

At Emporia.

One-mile open, amateur—Conover, first; Maule, second; Amrine, third. Time, 2:11½.

One-mile open, professional—McLain, first; Rice, second; DeCardy, third. Time, 2:22½.

Two-mile handicap, amateur—Conover, first; Maule, second; Starbird, third. Time, 4:59½.

Two-mile handicap, professional—Sager, first; Boyum, second; Rice, third. Time, 4:36.

Five-mile handicap, amateur—Starbird, first; Felix, second; Amrine, third. Time, 13:52½.

At Newton.

Half-mile, professional—Cummings, first; McKinn, second; DeCardy, third. Time, 1:13½.

One-mile open, amateur—Felix, first; Conover, second; Starbird, third. Time, 2:33½.

Half-mile, Harvey county riders—Robert Wade, first; K. Snodgrass, second; Herbert Wing, third. Time, 1:41½.

One-mile, professional—Himstreet, first; McKinn, second; Hofer, third. Time, 2:23.

Two-mile handicap, amateur—Harry Mitchner, first; Snodgrass, second; Conover, third. Time, 5:05½.

At Hutchinson.

One-mile novice—Hawkins, first; Hern, second. Time, 2:29.

One-mile open, professional—Cummings, first; McCall, second; De Cardy, third. Time, 2:21½.

One-mile open, amateur—Conover, first; Maule, second; Felix, third. Time, 2:28.

Half-mile Hutchinson Club championship—J. R. Hern, first; Will Sprowl, second; Charles Greenlee, third. Time, 1:13.

Two-mile handicap, professional—McCall, 50 yards, first; Hofer, 75 yards, second; Woodlief, 75 yards, third. Time, 5:12½.

Half-mile open, amateur—Maule, first; Conover, second; Hern, third. Time, 1:11½.

Two-mile handicap, amateur—Hern, 225 yards, first; Mitchner, 275 yards, second; Ryder, 225 yards, third. Time, 5:02½.

First Day at Wichita.

Half-mile open, amateur—Conover, first; Maule, second; Forbes, third. Time, 1:09.

One-mile open, professional—McLain, first; Sager, second; DeCardy and Hofer tied for third. Time, 2:12.

One-mile open, amateur—Conover, first; Maule, second; Felix, third. Time, 2:08½.

Two-mile handicap, professional—Hofer, 50 yards, first; DeCardy, scratch, second; Woodlief, 50 yards, third. Time, 4:35.

Ten-mile handicap, amateur—Conover, scratch, first; Starbird, 100 yards, second; Amrine, 125 yards, third. Time, 12:47.

Second Day at Wichita.

One-mile, Sedgwick county championship—Exton, first; Bear, second; Hitt, third. Time, 2:38.

Five-mile, state championship—Felix, first; Mitchner, second. Time, 12:07½.

One-mile, professional—DeCardy, first; Cummings, second; McLain, third. Time, 2:13½.

Two-mile open, amateur—Felix, first; Forbes, second; Amrine, third. Time, 5:10.

Five-mile, professional—DeCardy, first; Hofer, second; McLain, third. Time, 12:07.

One-mile, 2:20 class, amateur—Forbes, first; Felix, second; Starbird, third. Time, 2:18.

C. W. B.

FOR THE DUNLOP TROPHY.

The Canadian Team Race Won by the
Ramblers' Bicycle Club at
Toronto.

Toronto, Can., Aug. 10—The fourth annual contest for the Dunlop trophy took place on Saturday afternoon over the celebrated Woodbine track and Kingston road course. About 5,000 people witnessed the race. Seven teams of five men each, representing the flower of Canadian road riders, faced the starter. Only one outside club was represented, the Crescents, of Hamilton, which finished sixth.

The distance was, as usual, twenty miles, four of which were ridden on the track and the balance of the journey on the Kingston road, with the exception of the last mile which the riders completed on the track.

The day was an ideal one for the race and the record for the course was broken. W. Greatrix, of the Queen City Bicycle Club, negotiating the distance in 57:57. The men were lined up in seven rows, with one member of each club in line and were sent away promptly at 3.30. A very pretty race they made as they circled round the track, the thirty-five riders all bunched together with their club colors flying gaily in the slight breeze.

The First Four Miles.

The time for the first mile was 2:40, and round the track again the riders went at a rattling pace and the second mile was ticked off in 5:17. The third mile was completed in eight minutes and on the last round there was a scramble for the gate leading to the Kingston road, when Robinson, of the Crescent Club, of Hamilton, secured the coveted position, the four miles being covered in 10:36. During the absence of the

riders from the track the Wanderers' band played a choice programme.

Sooner than was expected the first rider dashed through the gate on the return journey. It was Greatrix, and he finished about half a mile before the second man. Following the leader, Hutchinson and Bounsall appeared on the track simultaneously and made a pretty race of it to the tape, the former winning by a wheel. After these riders, others followed in quick succession, but the interest centered in the leaders. It was some time before the judges could come to a decision; but it was finally ascertained that the race had been won by the Ramblers' Bicycle Club beating out the Torontos by one point. The third place was secured by the Queen City team, one point behind the Torontos. The Tourists and Royal Canadians were tied for fourth place, the Hamilton Crescents were sixth, while the Garrison Bicycle Club finished last.

The success of the annual race is due in a large measure to Richard Garland, the popular local manager of the American Dunlop Tire Co.

W. N. IRWIN.

BOSTON'S SIX-DAY RACE.

Exciting Struggle Between Barnaby and Waller
Results in a Win for the Former—
Details of the Race.

Boston, Mass., Aug 22.—The first outdoor cycle race for six consecutive days of eight hours' riding each day ever held in America was that which came to a close Saturday night on the Charles River park track and which was won by Tom Barnaby,

who beat Frank Waller on the final sprint. The prize winners of the race were: Barnaby, first, \$500; Waller, second, \$300; H. D. Elkes, third, \$200; Dench, fourth, \$100; Foster, fifth, \$75; Lauriks, sixth, \$25.

Young Harry Elkes proved himself the best man in the contest, but was handicapped by a reckless trainer giving him a large dose of brandy and egg the first day of the race when he lost eight miles which he was unable to regain. Barnaby and Waller were tied on number of miles each day and Barnaby won from the sturdy Dutchman simply because he was able to get away on the sprint quicker.

Young Elkes beat Barnaby at the finish in one of the finest sprints ever seen upon the track. The sprint began when the bell announced that the men had but one more lap to ride. The weather was unfavorable for such a race, rain interfering at times and the strong wind sweeping down the stretches made the riding hard for the pluggers. Nevertheless, they put up a race which exceeded the records for any previous eight-hour-a-day six-day race. When the finish came the park was one of the most exciting arenas in New England for about four hours.

Elkes Gets a Reception.

About 10,000 people had assembled within the gates, and they seemed to go madly enthusiastic over the contest. When young Elkes spurted ahead of Barnaby and won the finish of the race, he was lifted bodily and carried to the press box, where he stood for a moment to receive the

FINISHERS IN THE RACE FOR THE DUNLOP TROPHY.

- | | | |
|-----------------------------|--------------------------------|-------------------------------|
| 1—W. Greatrix, Queen City. | 10—R. Stoner, R. C. B. C. | 19—A. Gascoyne, Tourists. |
| 2—W. Hutchinson, Ramblers. | 11—W. Middleton, Q. C. B. C. | 20—F. S. Smith, Q. C. B. C. |
| 3—Lou Bounsall, R. C. B. C. | 12—A. McEachern, Torontos. | 21—Pete D. Preston, Garrison. |
| 4—J. H. Barnett, Tourists. | 13—J. Porter, Ramblers. | 22—Sergt Beattie, Garrison. |
| 5—A. C. McKeand, Crescents. | 14—A. E. Bergoine, Q. C. B. C. | 23—Fred Robinson, Torontos. |
| 6—Fred Graves, Torontos. | 15—Harry West, Crescents. | 24—C. Martin, Ramblers. |
| 7—Norman French, Torontos. | 16—J. A. Powers, Torontos. | 25—D. Colville, Ramblers. |
| 8—Herb. Cassidy, Tourists. | 17—Ralph Ripley, Crescents. | 26—H. Hancock, Q. C. B. C. |
| 9—A. Coleman, Ramblers. | 18—"Bob" Westrop, R. C. B. C. | 27—Corp. Munn, Garrison. |

royal shower of applause given him. He won the sprint and made a "mash," for a young lady whom he had never seen before came down from the grand stand and shook his hand.

Throughout the race W. A. Elkes, father of the young man, Harry D. Elkes, kept a close eye on his son, and would coach him along. Whenever Barnaby or Waller would start out on a five-mile sprint with Harry at their rear wheels, the old man would tack on and keep the brave little fellow up with the leader.

Stein Quit Early.

Some of the riders dropped out before the race came to a close. Stein, the much-talked-about Frenchman, simply quit because he was unable to hold the pace set by the men in the lead. He had cramps the first day and lost many miles, which evidently discouraged him greatly. Walleston dropped out the first day for the reason that his wheel did not fit him, and it can be said that he was not in condition for such a race. Walter, of Allegheny City, made a neat roll for leading the greatest number of laps the first few days and he, of course, had no need to keep in the race to the finish, as he was many miles behind and would stand no show of getting prize money. Leslie, of Chicago, made a good showing the first day, but was troubled with a sore knee which threw him out of the contest. His mate from the Windy City, however, made a bold struggle till the last and between the two they made a neat lump of "mun."

Averaged a Three-Minute Clip.

The men averaged a three-minute clip most of the time during each day's ride, and at times this was cut down to 2:30. Frequently the riders would strike out on a sprint that actually resembled a mile open race. Frank Alberts would have made a much better showing had it not been that four weeks ago he fell on the

track and broke his collar bone, which pained him so severely that he was unable to withstand the strain.

Following are the number of miles each contestant in the race rode from the start:

Barnaby.....	993%	Blakeslee.....	687%
Waller.....	993%	Steeg.....	676
H. D. Elkes.....	985%	Glick.....	608%
Dench.....	923%	Leslie.....	480
Foster.....	907	Walter.....	379
Lauriks.....	809%	Stein.....	353%
W. A. Elkes.....	785%	Albert.....	309%
Hall.....	712%	Walleston.....	45

The following table shows the amount of lap money won by each man during the race:

Blakeslee.....	\$145	Barnaby.....	\$ 45
Hall.....	100	Dench.....	25
Walter.....	75	H. D. Elkes.....	10
Waller.....	75	W. A. Elkes.....	10
Leslie.....	50	Foster.....	10
Albert.....	50		
Total.....			\$595

The previous eight-hour-a-day record for a six-day race was 874 miles, made in Washington, D. C., January of this year.

GEO. W. BULL.

WHEELMEN HELD UP.

Albany, N. Y, Aug. 23.—Three well-known wheelmen of this city were held up recently on the Loudon road. They were William, Livingston, and McNaughton Miller, three brothers. They were returning about midnight from Loudonville, one of Albany's suburbs, where they had been spending the evening with friends, and just as they reached the northern viaduct they noticed a black patch in the road which was soon seen to be a dozen members of the tough, lawless crowd known as the "Growler gang."

One of the gentlemen said to his brothers, "Ride them down and then fight for it." This advice was taken and three of the gang went down as they never had done before, but they were determined and clung to each of the three wheelmen as they fell.

The Millers are all athletic, two of them being members of the Ridgefield Athletic Club and expert football and baseball players, so when

they disentangled themselves from their wheels they sailed into the gang in a manner which was most disconcerting, and with a result that five of the bums were so badly done up that the other seven drew off a little when revolvers were drawn by the Millers and the crowd told to light out. It is hardly necessary to say that they lit, and with a rapidity which fairly burnt the wind.

Riding on Sidewalks.

A bicycle ordinance was recently amended by the common council regulating the riding of wheels on sidewalks, which gives the mayor authority to permit the riding of them on certain sidewalks on the outskirts of the city. The ordinance, as amended, requires the mayor to name the streets and empowers him to revoke the permits at his discretion. This was a wise and liberal action on the part of the aldermen, for there are several of the chief outlets of this city the roadways of which are not suited to wheels, while the sidewalks are abutted by few dwellings.

G. S. R.

SUCCESSFUL RACES IN CINCINNATI.

Cincinnati, Ohio, Aug. 23.—J. E. Poorman had complete charge of the bicycle races which were the attraction for the opening day of the Hamilton county fair. How well he performed his duty 14,000 people can attest, as they viewed a large and excellently managed card of races. Eight events were upon the programme, three of which were professional events. The running of trial heats, however, owing to the large fields, gave the large crowd a view of sixteen races. The weather was all that could be desired, but the track was rather rough and rutty, which partly accounted for the slow time. The local men were at a disadvantage on the half-mile dirt track, as they are accustomed to the third-

mile cement track at Chester park.

The professionals worked hard and gave a good exhibition of racing. Clifford B. Haskins, of Cleveland, mounted upon a Hoffman, carried everything before him and won the three professional events in which he started. W. L. Becker, the Indianapolis crack, started in two events but failed to do anything, as he has not fully recovered from the severe fall he received at Terre Haute during the Indiana state meet. Haskins, in the two-mile handicap, professional, made one of the gamest rides ever seen in this city. On the first lap the field was split up in bunches and Haskins, who was on scratch, had caught the first bunch. None of this bunch, however, would pace him, and he was compelled to go after the next bunch, with the others trailing him. At this bunch the same scene was repeated, and in each successive bunch until the leaders were reached. Even here Haskins did the pacing, and his win by a wheel from Mitchell proved to be a very popular one as the people recognized that he had done all the work.

The mile open, professional, and the two-mile professional, lap, proved to be rather easy wins for Haskins after exciting finishes down the stretch.

The amateur events were very interesting and were finished in much faster time than the professional events. The amateur handicap had thirty-six starters and this probably accounted for the bad spill that occurred in this race. The field was well bunched as it passed the tape on the last lap, when Gibson, one of the riders near the head of the bunch, suddenly fell, bringing down fourteen men. Gibson was the only one seriously hurt and will be kept off the track for the remainder of the season.

Summaries.

One-mile novice; final heat—B. H. Wilberding,

first; C. W. Walsh, second; James K. Dean, third. Time, 2:47½.

One-mile professional—C. B. Haskins, first; E. D. McKeon, second; L. B. Sawyer, third. Time, 2:28½.

Half-mile amateur—H. A. Gibson, first; C. Todd, second; A. Hoefinghoff, third. Time, 1:10½.

One-mile amateur; final heat—E. L. Le Fevre, first; C. J. Wagner, second; Frank R. bbins, third; Worth Cummins, fourth. Time, 2:33½.

Two-mile handicap, professional—C. B. Haskins, scratch, first; J. C. Mitchell, 60 yards, second; E. D. McKeon, 40 yards, third; L. B. Sawyer, 100 yards, fourth. Time, 5:04½.

One-mile, 2:40 class, amateur; final heat—T. L. Brown, first; M. G. Augspurger, second; B. H. Wilberding, third. Time, 2:36½.

Two mile lap, professional—C. B. Haskins, first; E. D. McKeon, second; L. B. Sawyer, third; J. C. Mitchell, fourth. Time, 5:24½.

One-mile amateur, handicap—Frank B. Farnsworth, 50 yards, first; T. L. Brown, 60 yards, second; Reno Runck, 80 yards, third; O. Gingrich, 160 yards, fourth. Time, 2:16½.

C. F. W.

FAST STRAIGHTAWAY MILE.

Portland, Ore., Aug. 14.—Howard B. Freeman, the San Francisco racing man who has been in this part of the country for some time past, riding a White, yesterday made the fastest legitimate straightaway mile, paced by multicycles, ever made. The great ride was made at Long Beach in Washington, and was ridden in 1:28½, lowering Wilbur J. Edwards' mile straightaway made in California in '94 by six seconds. Edwards' mile was paced by a quad, while Freeman was paced by only one tandem. The tandem was manned by Vaughn and Mackay, and was geared to 108, while Freeman's wheel was geared to but 92. The first half was covered in :40, and Freeman was hanging on like a leech. Freeman also tried for a quarter, and rode the distance in :19½. The wind was blowing about twenty miles an hour on Freeman's back, and the road was as smooth as the proverbial billiard table. The timers and other officials were regular L. A. W. officers, though no attempt will be made to have the time recognized. S. B. V.

DON'T WANT FREE RACES.

Philadelphia, Pa., Aug. 22.—Philadelphians who are interested in cycle racing have had all the novelty they

wished for, but the climax was reached yesterday, when the management of the Willow Grove track gave a free race meet with "admission to the grand stand twenty-five cents." It was not an advertising scheme, but a real race meet in which the best that was left in town of the racing element contested. People may want cheap entertainments, but they will not stand for free race meets and this fact was demonstrated yesterday. It is a poor meet indeed that does not draw 5,000 or 6,000 persons, but yesterday the attendance was only a little in excess of 2,000.

The programme was made up of seven races, two of which were professional events. The contestants in the latter were of the second class, the crackajacks being absent at the Starbuck-Michael race, but they did the best they could and furnished what little excitement there was.

J. W. Parsons, the Australian champion, was advertised as the star of the meet, but his riding was a disappointment. This was due to poor pacing in his attempt on Arthur Gardiner's mile record. Only a triplet was available, and everything considered, his time of 1:47½ was good.

Summaries.

One-mile open, amateur—C. W. Krick, first; A. L. Bateman, second; J. B. Clift, third; T. Vanderslice, fourth. Time, 2:33½.

One-mile novice—H. C. Penrose, first; T. J. Berkstresser, second. Time, 2:23.

One-mile handicap, amateur—J. F. Chalfant, 60 yards, first; G. B. VanHest, 60 yards, second; H. Crisp, scratch, third; E. J. Bond, 85 yards, fourth. Time, 2:15½.

One-mile, professional, 2:40 class—Ben Peck, first; A. Boone, second; R. Boone, third. Time, 2:21½.

Five-mile handicap, amateur—J. P. Rogers, 75 yards, first; C. W. Krick, scratch, second; H. G. Gardiner, scratch, third; Samuel Moore, 100 yards, fourth. Time, 12:25.

G. M. D.

POOR TRACK AT ELGIN.

Elgin, Ill., Aug. 21.—All of the amateur crackajacks from Chicago, including Earl W. Peabody, F. J. Morse, and E. Llewellyn, attended the meet here today, but the racing was not up to standard on account of

the poor track. Peabody won his heat in the mile open, but in the final the entire bunch, with the exception of Frank Pearson, went down. Llewellyn and Meiser picked themselves up and finished second and third, respectively, but Peabody, Morse, and Lavin were too badly bruised to finish. The first two refused to ride in the other races.

On the return trip to Chicago, Ed McLennan, one of the racing men, was killed. He was on the rear platform of the last car and when the train was passing through Wheaton he leaned out to look ahead when he was struck by a piece of timber projecting from a freight car on a side track. The blow killed him instantly. McLennan was a member of the Thistle Cycling Club and was well known in racing circles.

Summaries.

One-mile novice—C. Terryberry, first; H. A. Smith, second; H. Hale, third. Time, 2:30.

One-mile open—Frank Pearson, first; E. Llewellyn, second; G. H. Meiser, third. Time, 2:28½.

Two-mile handicap—C. Terryberry, first; O. Halberg, second; N. B. Rund, third. Time, 4:38.

Three-mile tandem—Freeman and Hord, first; Pearson and Meiser, second; Stewart and Lavin, third. Time, 7:13½.

Half-mile open—E. Llewellyn, first; H. C. White, second; C. Lavin, third. Time, 1:11½.

C. G. S.

PEABODY WINS TWO FIRSTS.

Depere, Wis., Aug. 23.—The Wisconsin circuit meet at this city drew quite a large crowd, the racing being good. Earl Peabody, of the Chicago Cycling Club won the open amateur events, while John Fisher, and O. E. Virum accounted for the professional races.

Summaries.

Half-mile open, amateur—E. W. Peabody, first; A. Mueller, second; Ed. Llewellyn, third. Time, 1:03½.

Half-mile, local riders—C. E. Wright, first; C. F. Goodenough, second; W. C. Grimmer, third. Time, 1:11.

One-mile open, professional—O. E. Virum, first; A. J. Weil, second; W. C. Schrader, third. Time, 2:13½.

Two-mile handicap, local riders—C. F. Goodenough, first; W. C. Grimmer, second; L. S. Wilcox, third. Time, 4:54½.

One-mile open, amateur—E. W. Peabody, first; C. Muss, second; A. Mueller, third. Time, 2:42½.

Two-mile open, professional—John Fisher, first; A. Stolz, second. Time, 5:14½.

Five-mile handicap, amateur—C. Muss, scratch, first; A. Mueller, scratch, second; A. M. Chandler, 50 yards, third; W. A. Bremer, 90 yards, fourth.

O. H. M.

FIVE FIRSTS FOR SCHADE.

Petersburg, Va., Aug. 21.—A very successful race meet was held today under the auspices of the Cockade City Cycle Club, on the Newmarket track. Although rain prevailed during the afternoon, it did not dampen the ardor of the large number of spectators who were present. Fred Schade, the speedy amateur of Georgetown college, carried off all the honors by winning five consecutive firsts and breaking the one-mile competitive state record and half-mile unpaced record. Schade again demonstrated that he was one of the best amateurs in this part of the country. In the two-mile lap race he won every lap.

Summaries.

One-mile novice—J. D. Martin, first; P. C. Hobbs, second; James Hargrave, third. Time, 2:48.

Half-mile open—Fred Schade, first; John Nelms, second; J. Tignor, third. Time, 1:05.

One-mile open—Fred Schade, first; J. Tignor, second; D. Richardson, third. Time, 2:16. State amateur competition record.

Two-mile lap—Fred Schade, first; J. Tignor, second; John Nelms, third. Time, 5:53.

One-mile tandem—Schade and Nelms, first; Hope and Tignor, second; Nye and Ferguson, third. Time, 2:17½. State amateur tandem record.

Three-mile handicap—T. D. Yeatts, 350 yards, first; D. Richardson, 250 yards, second; J. D. Martin, 350 yards, third. Time, 7:23.

Half-mile, unpaced, against time—Fred Schade won. Time, 1:04. State record.

H. G. W.

IN AND ABOUT NEW YORK.

New York City, Aug. 21.—Walter Babb, of Paterson, was the hero of the race meet of the United Societies of the Sons of St. George, held at the Clifton race track today. About 5,000 people witnessed some rare sport among the amateurs. Summaries:

Half-mile open—Bert Ripley, first; John Rine, second; Walter Babb, third. Time, 1:09½.

One-mile handicap—E. W. Witherington, 100 yards, first; W. P. Slavin, scratch, second; J. F. Rodgers, 80 yards, third. Time, 2:11½.

Five-mile tandem championship—A. Crawford and Walter Babb, first. Time, 12:11.

One-mile open—Walter Babb, first; John Beckett, second; Henry Carlisle, third. Time, 2:14½.

Quarter-mile dash—Frank T. Kramer, first; Walter Babb, second; R. F. Ireland, third. Time, :31.

Two-mile city championship—Walter Babb, first; Harry Whiting, second; H. B. Cashill, third. Time, 5:24.

At Patchogue.

At Patchogue, today, the home club conducted a successful race meet, with a good crowd present. Frank White and Frank Munz divided the honors. Summaries:

One-mile novice—J. Allaire, first. Time, 2:32½.

One-mile handicap—F. D. White, 15 yards, first; F. A. Munz, 30 yards, second. Time, 2:42½.

Two-mile handicap—F. A. Munz, 60 yards, first; F. D. White, 40 yards, second. Time, 4:52½.

Five-mile handicap—H. B. Sands, 175 yards, first; F. A. Munz, 150 yards, second; Homan, 225 yards, third. Time, 12:32.

A. R.

KRIETENSTEIN RESIGNS.

Terre Haute, Ind., Aug. 23.—W. L. Krietenstein, chairman of the road records committee of the Century Road Club, has resigned his office on account of pressure of business, and President Skinkle has appointed A. O. McGarrett, 801 Boylston street, Boston, to fill the vacancy. F. M. Stanbach, also a member of the committee, has resigned, and his place has been filled by Fred Tilt, of Chicago.

The following road records have been allowed by the committee:

C. T. Earl, Brooklyn, twenty miles, standard course, 58:16; November 3, 1896. New York state record.

Henry Smith, Ridgeville-Ellicott City, 1:32:25; May 30, 1897. Course record.

Henry Smith, Hagerstown-Ridgeville, 2:49:30; May 30, 1897. Course record.

Henry Smith, Hagerstown-Ellicott City, 4:22:00; May 30, 1897. Course record.

E. O. Kragness, San Francisco-Los Angeles, 67:35:00; June 22-24, 1897. Course record.

Edward P. Zahm, Buffalo-Dunkirk century course, 6:36:45; June 26, 1897. Course record.

Elmer C. Davis, Baltimore, 316 miles, 24:00:00; July 10 11, 1897. American and Maryland records.

Frank G. Clark and John D. Andrews, Elgin-Aurora century course, 5:57:00; July 18, 1897. Tandem course record. W. K.

ST. LOUIS' MIDSUMMER MEET.

St. Louis, Mo., Aug. 22.—The postponed midsummer meet of the Associated Cycling Clubs was held at the Pastime track yesterday, but although the weather was favorable and the programme a good one the attendance was not all that could have been desired. Owing to the long dry spell the surface of the track was soft and falls were plentiful, but luckily without serious results.

Will Coburn was the professional star, winning the mile open handily, but it was not a satisfactory win by any means, as a fall in the last sixth brought down Dute Cabanne and Lou Coburn, both of whom would surely have figured in the finish. Fred Hatterslee was the amateur star, winning both the one and two-mile open events in good style and proving his superiority over Dan Dougherty and Frank Costello, who were his nearest competitors.

Summaries.

One-mile novice—Leone Gale, first; Paul Durburrow, third; Louis I. Finn, third. Time, 2:30.

One-mile open, amateur—Fred Hatterslee, first; Dan Dougherty, second; H. A. Canfield, third. Time, 2:17½.

Two-mile amateur, Missouri division championship—Fred Hatterslee, first; Dan Dougherty, second; Frank Costello, third. Time, 4:55½.

Five-mile handicap, amateur—H. A. Canfield, 175 yards, first; Frank White, 150 yards, second; Alex Laing, 195 yards, third. Time, 12:33½.

Five-mile handicap, professional—Ernest Stade, 260 yards, first; Bert Harding, 300 yards, second; C. C. Ingraham, 150 yards, third. Time, 12:48½.

One-mile open, professional—Will Coburn, first; J. W. Coburn, second; C. C. Ingraham, third. Time, 2:24.

One-mile handicap, amateur—Alex Laing, 65 yards, first; Frank White, 50 yards, second; J. C. Weidner, 25 yards, third. Time, 2:11½.

W. P. L.

BIG RACE OF THE YEAR

Over 20,000 People Pack Manhattan Beach Track and See Michael Defeat Starbuck in a Thirty-Three-Mile Race—Records Broken From Fifteen Miles Up—Incidents of the Match

New York City, Aug. 21.—Jimmy Michael again demonstrated his right to the title of American middle-distance champion by his great win over Frank Starbuck at Manhattan Beach track today. Michael took the records from the fifteenth mile to the finish of the thirty-three-mile race, taking the hour competition record by nearly three miles. At the hour he was but 307 yards back of the world's competition record lately established by J. W. Stocks, who did 30 miles, 600 yards. Michael did 30 miles, 293 yards, and one foot. He was held back from the fifteenth mile as Starbuck, the great competitor, was dropping gradually farther and farther to the rear.

Starbuck is the unluckiest rider on earth, for he was in the very best condition and prepared to do his best. A lot of poor pacemaking at the outset with the accompanying poor pickups and the misfortune of an exploded tire at about twenty miles, laid Starbuck low. He was forced to make several changes of wheels and with the new wheels could not hold the pace at all. Michael rode with his usual easy style and never faltered for an instant. Once only did he make an error in his pickups and he then took the rear wheel of Starbuck and hung there until his own pacemakers righted themselves and took him along. Starbuck lost over a lap at the outset and made up a portion of the distance, gaining the rear wheel of Michael.

The race was the greatest ever seen in this country, and the attendance broke all records. Never before was there seen such an attendance at a race meet. The grand stands were filled to overflowing, and thousands upon thousands of people got into the track center. It was an unruly crowd and the fifteen policemen could do nothing with them. The authorities refused to send aid, and the men at first refused to go on. They finally started with people wandering over the track and crossing and recrossing the course. At no race this season has there been seen such confusion.

No accidents of a serious nature occurred. The pacemaking teams included such men as W. C. Sanger, John S. Johnson, W. E. Becker, McFarland, Stevens, and other notable riders. Each man had thirty-three pacemakers, Michael having three quads, a quint, a sex, and one triplet. Starbuck had three sextuplets, one quintuplet, one quad, and two triplets. The management of the pacing teams was the best ever seen.

The Start of the Race.

When the time for the race arrived it was 4.35 and the crowd was all over the track, on top of the judges' stand, on top of the training quarters, and on top the musicians' stand, until the musicians could not be heard at all. The policemen had tried for an hour to cope with the crowd and it was estimated that not less than 20,000

people were in the stands. Fights were frequent and several people who refused to get back were arrested. The men steadily refused to start until the track was cleared and the police station, to which telephone messages were sent, paid no attention to the appeal. From the press stand there could be seen nothing but a sea of faces. It was impossible to get out the pacing machines as the crowd interfered. A report was spread at the track that the reserves had been called out, but this did not prevent ladies walking on the track as though on promenade. Every train that arrived at the station, which could be seen from the stand, was loaded to the doors.

Starbuck used a 96-gear and Michael a 106. The colors of Starbuck were the American flag, which adorned every pacemaker and Starbuck, while Michael was in white and his pacemakers in all sorts of colors.

When the first pacemakers came out the track was still crowded, the people lining up several deep right up to the pole.

At the start Starbuck had the pole. The pacemakers for Starbuck were at the left end of the lower bank and Shafer's men had the upper end of the stretch surrounded by an ever increasing crowd. "Billie" Young directed the pacemakers for Starbuck and Eck coached them at the lower bank with a personally made paper megaphone. Shafer looked after his own work aided by his corps of pacemakers. It was agreed that in case of an accident in the first mile the race should be started over again.

"Lady" Callahan, Burns Pierce, and Eddie Walsh started off with Michael. The Glorieux triplet paced Starbuck at the start off. Both riders received an ovation as they came to the tape. Big Charlie Wells started Michael, "Bundles" Dumbleton pushing Starbuck. Starbuck

wore the Quill Club Wheelmen emblem; Michael had on the suit of the Chicago Cycling Club.

Michael Takes the Lead.

It was 5.35 when the race started. Michael caught his pacemakers and took the lead with Starbuck a length back. Starbuck's pacemakers pulled away from him in the second lap as he was passing Michael. A sex helped Michael by at the two-thirds. Starbuck was lost in the third lap and Michael led by 100 yards. The time of the first mile was 1:55 $\frac{2}{5}$. Michael led by the length of the stretch at the mile and one-third. Starbuck was riding steadier at the two miles, done in 3:51 $\frac{1}{2}$, but soon after again lost his pacemakers. Another third of a mile and Michael had half a lap on Starbuck. One of Starbuck's quads broke down in the second lap of the third mile and Starbuck was left to catch his own pacemakers. The time of three miles was 5:47 $\frac{1}{2}$. Michael had Starbuck nearly lapped at this time, 100 yards separating them. Michael was working beautifully. At the finish of the fourth mile Michael was 100 yards back of pace. The Becker quad fell on the backstretch, weakening Shafer's side. The Johnson team paced a full mile. Michael lost nothing by the accident, finishing five miles.

Starbuck Loses a Lap.

At the finish of the five miles Starbuck was gaining slightly and working like a Trojan. The time was 9:41 $\frac{1}{2}$. The record is 9:26. At six miles the length of the stretch from the turn to the tape separated the men, Starbuck having again lost his pacemakers. The time was 11:36 $\frac{1}{2}$. Michael had gained at the end of the sixth and was but seventy-five yards back. The crowd went insane. Michael lapped Starbuck at 6 $\frac{2}{3}$ miles. At seven miles both men made pretty pickups and Michael went by. He passed Starbuck as though that rider

was standing still. The excitement was intense. At the finish of the eighth mile in 15:27 Michael was but six seconds back of record. Starbuck was being left behind and the excitement increased. Shafer was checking his pacemakers. It was considered that the men were going too fast for the distance of the race. The nine miles were finished in 17:27, a little over six seconds back of the record.

Starbuck was riding at his limit and Michael could not get enough. The little wonder went like clock work. At ten miles in 19:24½ (record 19:14½) the relative positions of the men were the same. Positions were unchanged at the eleven miles in 21:21, a quarter of a lap separating them. Starbuck gained slightly in the twelfth mile, finishing but fifty yards to the rear. The time for twelve miles was 23:25½.

At the finish of the thirteenth mile Michael had again opened the gap to 100 yards. The time, 25:19¾, was still seven seconds back of record.

Michael Closes a Gap.

At fourteen miles Starbuck had a sex team and pulled easily past Michael, who was back of a quad. The excitement of the crowd was intense. Michael quickly gained a sex team and closed the gap that had opened, passing Starbuck in the second lap of the fifteenth mile. The team of Starbuck tacked onto Michael's rear and accepted pace just a lap to the bad. Starbuck passed Michael again, finishing the fifteenth mile. The fifteen miles in 29:11 was one second inside record, held by Michael and made in the McDuffie match. Michael regained his own. In the sixteenth mile the quad with Sanger on the rear shook Michael, who caught the rear wheel of Starbuck. The sixteen miles in 31:10 were one minute and thirty-six seconds under record.

At seventeen miles the pacemakers interfered with each other as the men flew round the track together, each

trying for the lead. Starbuck gained it and at the finish of the eighteenth mile was still leading Michael.

The twenty miles were finished in 39:04½, breaking the record of 41:06. The world's record for the distance is 38:36½.

At this point Starbuck was shaken and Michael regained lost ground. Michael took a drink from Sanger on the rear of a quad. Michael followed the pace of Starbuck steadily. In the second lap of the twenty-second mile Michael ran off the track, Starbuck being forced to swing wide by the accident. Finishing the twenty-second mile, Starbuck was in distress and on the backstretch he sat up. Michael was gaining gradually and had 100 yards. Starbuck's tire went flat at twenty-two and two-thirds miles and he was compelled to give up. Starbuck changed to a wheel with a much lower gear and lost a half mile by the slowing down and the change.

Starbuck Changes Wheels.

The twenty-five miles were finished in 49:15, the record of this country being 53:18. At twenty-six miles, as finished by Michael, the little wonder went past Starbuck, a mile and one-third ahead. Starbuck quit to change to his original wheel.

At twenty-seven miles, Michael was five laps ahead of Starbuck, who was dying fast, being unable to hold to his pacemaking machine. Michael worked along like clockwork, gaining with giant strides.

The hour record of this country was passed in the twenty-eighth mile, which was finished in 55:29¾. At the twenty-seventh mile, Michael was 4:25½ ahead of his former record made in his contest with Starbuck last fall. Starbuck was riding very slowly and his pacemakers were sitting up.

Michael did thirty miles in 59:44, and lowered the American competition record for the hour by nearly

three miles. Michael did thirty and one-sixth miles in the hour.

Then the people ran out all over the track and blocked Michael, slowing him to a great extent. The policemen shoved the people down the bank at the track side like cattle. Michael ducked his head for the first time when he sprinted past the pacemakers at the finish in 1:06:14 $\frac{3}{4}$. Starbuck was then several miles back of Michael, but still on his wheel.

The Times by Miles.

Mls.	Leader.	Race Time.	American Record.	Former Holder.
1	Michael	1:55 $\frac{1}{2}$	1:49	Michael
2	Michael	3:51 $\frac{1}{4}$	3:37 $\frac{3}{4}$	Michael
3	Michael	5:47 $\frac{3}{4}$	5:31 $\frac{1}{4}$	Michael
4	Michael	7:41 $\frac{3}{4}$	7:31 $\frac{3}{4}$	Michael
5	Michael	9:41 $\frac{3}{4}$	9:26	Michael
6	Michael	11:36 $\frac{1}{2}$	11:21 $\frac{1}{2}$	Michael
7	Michael	13:32 $\frac{1}{2}$	13:18 $\frac{1}{2}$	Michael
8	Michael	15:27	15:21 $\frac{1}{2}$	Michael
9	Michael	17:27	17:20 $\frac{3}{4}$	Michael
10	Michael	19:24 $\frac{1}{2}$	19:14 $\frac{1}{2}$	Michael
11	Michael	21:21	21:19 $\frac{3}{4}$	McDuffie
12	Michael	23:25 $\frac{1}{4}$	23:18 $\frac{1}{4}$	McDuffie
13	Michael	25:19 $\frac{3}{4}$	25:12 $\frac{3}{4}$	McDuffie
14	Michael	27:19	27:14 $\frac{1}{2}$	Michael
15	Michael	*29:11	29:12	Michael
16	Michael	*31:10	32:46	Starbuck
17	Michael	*33:05	34:46 $\frac{1}{2}$	Starbuck
18	Michael	*35:02 $\frac{3}{4}$	36:52 $\frac{3}{4}$	Starbuck
19	Michael	*37:05	38:59	Starbuck
20	Michael	*39:04 $\frac{1}{4}$	41:06	Starbuck
21	Michael	*41:03	44:28	Michael
22	Michael	*43:06 $\frac{1}{2}$	46:44 $\frac{1}{4}$	Michael
23	Michael	*45:07 $\frac{3}{4}$	48:57 $\frac{3}{4}$	Michael
24	Michael	*47:11	51:06 $\frac{3}{4}$	Michael
25	Michael	*49:15	53:18	Michael
26	Michael	*51:20 $\frac{3}{4}$	55:33 $\frac{3}{4}$	Michael
27	Michael	*53:25 $\frac{3}{4}$	57:50 $\frac{3}{4}$	Michael
28	Michael	*55:29 $\frac{3}{4}$		
29	Michael	*57:36		
30	Michael	*59:44		
31	Michael	*61:52 $\frac{3}{4}$		
32	Michael	*64:01 $\frac{3}{4}$		
33	Michael	*66:14 $\frac{3}{4}$		

*American records.

	Hour records.	Mls.	Yds.	Ft.
The new American competition record				
Michael's former American competition record				
J. W. Stocks' world's record against time				
Lucien Lesna's American record against time				
J. W. Stocks' world's competition record				

The Pacemakers' Handicap.

Never before were such pacemakers seen as at this race in a pacemakers' handicap. In the first heat Walter Sanger started scratch and failed to qualify along with Charlie Wells through allowing the long-mark men to get away. Fred Titus, from 30 yards, ran third in the heat which was won by Burns W. Pierce, of Boston.

McFarland was withdrawn from the second heat owing to McDuffie being excused. Huffstetter, Leonert, Repine, and Becker qualified, all close together. In the third heat John S. Johnson was up with McFarland on scratch. McFarland won the heat, but Johnson, after a fine change about run with McFarland, closing the field at the half-mile, became pocketed and lost out. Maya, Weinig, and Acker qualified with McFarland.

McFarland was alone on scratch in the final heat. Stevens was at 15 yards. The pair worked round the field at the bell and Stevens stopped while McFarland started round. Fred Titus was in the bunch and substantiated his claim of being in the very best of condition when he came out and won handily by a couple of lengths from Aker, with Louis Callahan an inches close third and W. E. Becker, the five-mile champion of last year, fourth. The time was 2:07.

F. ED. SPOONER.



THE WEEK IN CHICAGO

Camp Harrison Still the Point of Interest—Delegates' Road Race Won by Heywood—Asphalt Cycle Strips Proposed—Horseless Delivery Wagons Introduced in the Windy City

Chicago, Aug. 24.—The annual road race of the delegates of the A. C. C. was run last Saturday on the Sheridan road, with Camp Harrison as the starting and finishing point. All sorts of fun was developed in the burlesque affair, which was nevertheless hotly contested, the eight-mile course being covered in 21:45 from scratch by Harry Upp. A. T. Heywood, limit man with 4:00 handicap, won the event. The other contestants made many efforts to have him disqualified, but the charges that he failed to conform to the rules requiring that the course be cut, etc., could not be proved and the protests were not sustained by the referee. The results were as follows:

Name.	Hdep.	Time.
A. T. Heywood.....	4:00	21:54 $\frac{3}{4}$
J. Siman.....	2:30	23:44 $\frac{3}{4}$
G. K. Barrett.....	:30	21:53 $\frac{1}{2}$
W. C. Malley.....	1:00	22:35 $\frac{3}{4}$
H. R. Upp.....	scratch	21:45
S. R. Brown.....	scratch	22:48
G. L. Fredrickson.....	1:00	23:49
R. G. Fisher.....	1:30	24:48
S. Mayer.....	2:30	26:15
F. D. McGuire.....	1:00	24:46
F. W. Moulton.....	1:00	24:47
H. Press.....	:30	25:10
C. W. Potter.....	2:30	27:32 $\frac{3}{4}$
A. W. Roth.....	2:30	29:07
S. Friedlander.....	3:00	29:59 $\frac{1}{2}$
F. N. Roberts.....	2:30	33:35

Following the race was the annual banquet of the Associated Cycling Clubs, which was held at Winnetka Inn. There were toasts and speeches, but no spiritous liquors flowed, the inn being located in a prohibition district and the keeper fearing the consequences if he transgressed the rules.

There were nearly 1,000 visitors to the camp Saturday, and Sunday the

number was swelled to almost 2,500 large delegations from local cycling organizations making club runs there.

Introduce Horseless Delivery Wagons.

Chas. A. Stevens & Bro., wholesalers and retailers of silks and ribbons, have the distinction of being the first people to introduce horseless vehicles in Chicago for delivery purposes. Several electric motor carriages have been in use here as pleasure vehicles but this is the first week they have ever been used for commercial purposes. The Stevens company has ordered six of these electrically propelled vehicles from the makers, the American Electric Vehicle Co., 447 Wabash avenue, Chicago, at a cost of \$2,200 each. They are operated by storage batteries of forty-six cells each, concealed under the body of the wagon, and can be propelled at the rate of two, four, six, ten, or sixteen miles an hour. With one charge the wagons will run ten hours at sixteen miles an hour or fifteen hours at an eight-mile gait. The cost for power will not exceed thirty cents a day.

Want to Lay Asphalt Cycle Strips.

Commissioner of Public Works McGann and Street Commissioner Dougherty want to place before the wheelmen of the city a proposition to lay asphalt cycle paths along the curbs of certain downtown streets, the expense to be divided between the city and the cyclists. The first streets to be so treated are Michigan avenue, from Adams street south to the Rush

The Hospital



San Jose headquarters

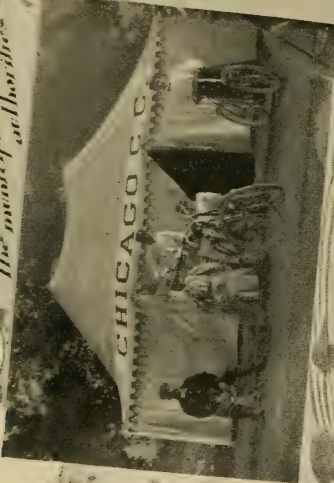


In front of the camp

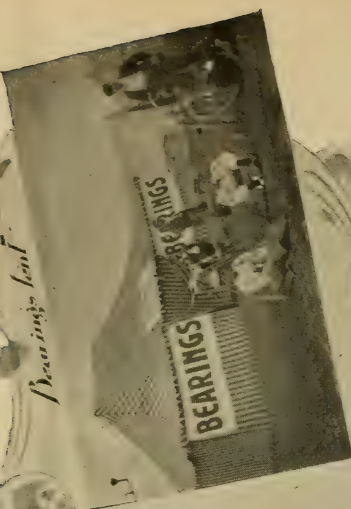


SCENES AT HARRISON

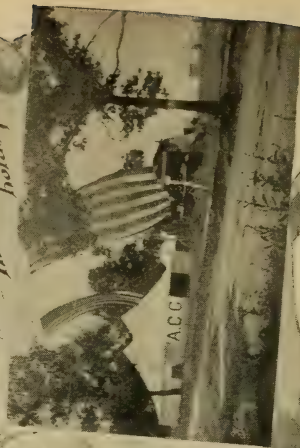
The music and band



Swimming tank



Where the A.C.C. holds forth



street bridge, and Rush street from the bridge north to Ohio street, thus making a smooth connecting link between the North and South Side boulevard systems. The cost of such an improvement will be about \$10,000, and Commissioner McGann has asked that the cyclists meet him to discuss the matter. So far the wheelmen have not responded. McGann is anxious to push the improvement to completion at once, and has already had estimates and plans made of the work, the plan being to lay two continuous asphalt strips five feet wide next to either curb to serve at once as cycle paths and gutters for draining the streets.

Will Delay Greater Improvements.

The cyclists do not view the project with unqualified favor, however, since they feel that the scheme is only a temporary makeshift which will postpone indefinitely the broader plan of an adequate carriage drive across this part of the city by way of a viaduct over the river or a tunnel under it from the Lake Front park to the new made ground on the North Side soon to be improved by the Lincoln park commissioners. Moreover, as many large wholesale provision houses are located on lower Michigan avenue and Rush street bridge is situated in the center of a congested teaming district, the wheelmen fear that the strips will be of little practical benefit to cyclists, owing to the drays and wagons loading and unloading at the curbs and to the wagons monopolizing the smooth asphalt, as has occurred in Philadelphia, where similar cycle strips were laid.

Chicago wheelmen are beginning to inquire why the new universal lights clause of the Martin "wheel tax law" is not being enforced. The city executive declared that hereafter all vehicles must carry lights after dark, and Chief of Police Kiple asserts that orders have been given to the policemen to enforce the new rule,

but unlighted carriages by the hundreds are still to be seen on the boulevards any night.

Bearings learns from an eminent legal authority connected with the city government that there is little hope that the bicycle tax will ever be declared constitutional so that it can be enforced. The ordinance, however, is considered unconstitutional only inasmuch as it taxes bicycles and other vehicles which are used merely for pleasure and from which no revenue is derived by the owners. All traffic teams, livery rigs, cabs, public carriages, and all bicycles used for renting purposes are subject to the tax and the provision compelling the carrying of lighted lamps by all vehicles is still operative. It is the old constitutional provision that insures to all citizens the unhampered pursuit of happiness that renders the ordinance unconstitutional in some of its features.

It is rumored that Alderman Martin, the originator of the ordinance, will, at the next council meeting, move its repeal. He is credited with originally pushing the ordinance, because he believed that the cyclists were unfriendly, and now that the features of the ordinance which the wheelmen might object to have been declared unconstitutional and the universal lights clause for which they have been working for years remains in force, he is said to feel that his attempts to injure cyclists have had quite the opposite effect, and that he is resolved to undo the good that he has done them.

Policemen Hit Upon a New Scheme.

Chicago police have a new method of stopping fast riding in the parks. The chief of police, learning that H. T. Steele would make an attempt to lower the Waukegan century course record Saturday, gave orders that he be arrested without fail when going through Lincoln park. So the policemen erected a barricade of saw-

horses and awaited developments in the early hours of morning. Steele, however, learned of the plan and took another course, while several unsuspecting scorchers fell into the trap and were fined \$3.

Rev. Father Neumann, assistant pastor of Holy Trinity church, fell into the hands of the police, Saturday, for fast riding. He left his mother's home in Englewood in the afternoon intent upon reaching his church on the West Side in time to conduct services, and as he became more and more engrossed in the subject of his discourse, he pedaled faster and faster, and absent-mindedly failed to take note of his speed

and the attention he was attracting until stopped by a bluecoated minion of the law. Now he is a sadder but a wiser man, and knows how to sympathize with other unfortunate cyclists.

Biggest Race on Record.

Manhattan Beach is to see still another great race before the season's close, this time between the greatest men at the shorter distance instead of the middle distances. The American Cycle Racing association, Pat Powers, and "Billy" Brady, has secured sanction for the greatest invitation or match race of history. The eight stars will be brought together in a race, and only two will compete in the final for the \$2,000 purse.



CIRCUIT MEETS OF THE WEEK

Interesting Racing at Riverside, R. I., and Portland, Me.—Bald Still on Top
in the Percentage Table—Cooper Creeps Up a Notch—
Michael to Go for Short-Distance Records

Boston, Mass., Aug. 23.—The National circuit is nearly half through and up to the present time but twelve men have made ten or more starts in open scratch races. Bald heads the list with .845. The past week Bald has been adding percentage to his standing in small amounts. Kiser, who is second in the table, has also added to his percentage. A. C. Mertens, who was fourth in position, has this week dropped to seventh position. Mertens lost his place at the Portland meet where he finished near to the last position in all his races and was defeated by many men. It will be a hard climb for him to regain his lost position with so many good men ahead of him.

Cooper, who was fifth last week, gained one position by the drop of Mertens and now stands fourth. Cooper lost some of his percentage during the week. Gardiner gained .001 in per cent and also rose one position better. Gardiner would have a large percentage but for the fact that he finishes nearly last in one race and wins another, just about balancing his percentage. Fred Hoyt occupies eighth position among the leaders and from present indications can be counted as one of the first six men at the close of the season. Randall has as yet but a small percentage, but he is rapidly coming to the front. Eaton has the last position. Eaton is more

of a match racer than a competition man. When in a large field he seems to be lost.

The Points Table.

In the points table, the first four men, Bald, Gardiner, Cooper, and Mertens, retain the same positions as last week, with a few additional points added to each man. Kiser gained two points, and this put him ahead of Stevens, who occupied fifth position last week. "Major" Taylor came up from the eleventh position to the seventh with twenty-two points to his credit. Taylor has made nine starts on the circuit in open scratch races, and needs one more start to put him in the percentage thermometer. He has a large percentage, and will be near the top should he win his next two or three races.

All the best men of the year are now represented in both tables, and the fight from now on will be interesting to say the least. Sanger and John S. Johnson are not in the tables, but these two crackajacks have not been following the circuit. Bald has the lead in the tables, but the question is, can he hold it against the large field of good men that are now on the circuit? Cooper is hovering near the top and is but waiting for a little better form when he will give Bald a battle for his life. Then there is Gardiner, Kiser, Loughhead, Stevens,

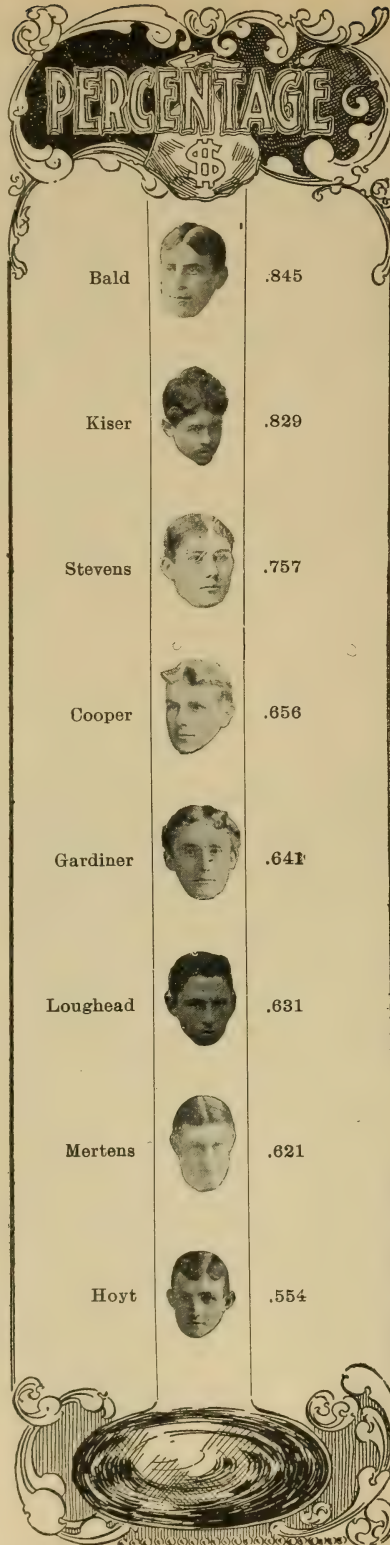
Mertens, and a few others who must not be forgotten.

Points and Prize Winnings.

Name.	Points.
Bald	59
Gardiner	44
Cooper	36
Mertens	31
Kiser	27
Stevens	25
Taylor	22
Butler, N	21
Newton	18
Hoyt	16
Loughead	15
Newhouse	12
McFarland	11
Eaton	9
Jack	15

The Team Race Off.

Owing to laxity in the manner of transacting business shown by the racing men and their managers, the great team race of the west against the east, the greatest team race ever promulgated and the race to which the entire country was looking to settle in part the claims of the respective representatives, will have to be passed up for the present. The contest was to have been part and parcel of the National circuit date at Boston, August 25. It was first proposed last June and Ducker at once offered a purse of \$1,000 to be divided between the teams in the proportion of sixty and forty per cent. The men themselves were willing. Tom Eck



agreed to take charge of the race for the west and Asa Windle, at the suggestion of Manager Henry E. Ducker, was chosen as manager of the eastern team. Eck picked a crackjack team and Windle did likewise. Since that time it seems that Eck has left the matter to shift for itself and Manager Ducker has waited patiently to hear from Eck regarding the teams and the other matters necessary to do good advertising.

Eck to Blame.

For some reason Eck failed to keep Mr. Ducker posted and the race was necessarily called off, as it was not worth the money without the opportunity to arouse interest to the proper degree. The riders are the most disappointed of all over the failure to bring about the great race, as they had speculated upon the chances of the two teams for months. The race is not off altogether, however, and may be brought about later, perhaps, at some of the National circuit dates in the extension. Buffalo,

September 29, should that city finally take the date, would be an ideal place for the race. A series of three contests might be run, one at Buffalo, September 29, one at Detroit, October 1 and 2, and one at Racine, October 8 and 9, or Peoria, October 6 and 7, all of these being circuit dates. The riders representing the two sections who were to have made up these two teams will very probably be members of the circuit party.

Michael After Records.

Next Saturday, at Detroit, Jimmy Michael, of the Chicago Cycling Club, and a naturalized citizen of the United States, will make attempts to bring back to America the one-mile, flying start, paced record and the five-mile record, both held by J. Platt-Betts, of England. On the following Tuesday, providing an arrangement is made, Michael will attempt to regain the American hour record and may make the trial for the world's hour record. The present hour record of this country is held by Lucien Lesna at 30 miles, 600 yards. The mile record of this country belongs to E. A. McDuffie and is 1:38 $\frac{1}{5}$. The world's mile record is 1:37 $\frac{3}{5}$, and the world's five-mile record is 8:53 $\frac{4}{5}$. Michael came west with eighteen pacemakers, a full car, and all of these men will be employed in the Detroit trials. On the great plank track at Detroit, which is banked five feet on the homestretch and nine feet at the turns, Michael feels that the records are reasonably sure. He has a sex, several quads, and several triplets and will fill the remaining positions, after placing all his regular men, with Detroit and Michigan riders.

Will Give Starbuck a Start.

Speaking of the Starbuck race today, Dave Shafer said, "I am willing to concede Starbuck a couple or three laps in the twenty-five miles and bet \$1,000 on the side that Michael can whip him at that. This should make a most interesting race

and should place matters more on an equality. No living man can beat Michael in his present fine shape and that is all there is to that."

There is not the slightest doubt that Starbuck will want a race on these conditions. He wants a race anyway and wants it either at Manhattan Beach or Philadelphia. He is willing to take the return match at the same distance as the last race and for a side bet if necessary. He may even refuse the allowance so generously offered by Shafer and will probably want to go on even terms again as he did at Manhattan Beach. Dixie Hines certainly believes that Starbuck can beat Michael on even terms, for he wagered \$850 of his own money, and lost. Hines would do the same thing again and with the experience both Starbuck and Hines gained in their last race, a tighter contest might ensue. The chances would seemingly be with Starbuck in a match in which the Philadelphia man was given two or even one lap start of the wonderful little Welshman.

Bald and Gardiner Matched.

The little discussion which arose between Eddie Bald and Arthur Gardiner, the story of which is embodied in the Crackajacks' Corner, brought about its result or rather the discussion brought about that result. Bald and Gardiner, while still close friends, now have a little something to settle and they expect to come to that settlement at Watertown, N. Y., September 10, providing a sanction may be obtained. It is a best two in three, mile heats, race and for a purse with a side bet.

Articles have been signed, and Michael will meet Lesna at Springfield's great meet on the Hampden park track, for twenty-five miles, at the National circuit meet next month. Starbuck and Lesna meet next Saturday at Boston in a long race, which will be interesting as preceding the

Lesna-Michael match. Should Starbuck defeat Lesna, as he is very liable to do, it will not prevent the match at Springfield with Michael nor change that match, but it will give Starbuck that much more chance to demand a return with Michael. Should Michael lose to Lesna by any chance, then would Starbuck, in case of a victory over Lesna, have the question to settle over again with Michael.

GARDINER WINS THE INVITATION.

Riverside, R. I., Aug. 21.—Under the good management of the Crescent Park Cycle Track Association, the second National circuit meet was held here today, and proved a great success. Over 5,000 people attended the races and the enthusiasm ran high. When "Major" Taylor appeared on the track, he was loudly cheered by the spectators.

The one-mile invitation race, with the entries of Bald, Cooper, Gardiner, and Kiser, was the race of the day, and the race in which the most interest was centered. The line-up on the pole was Cooper, Bald, Gardiner, and Kiser on the outside. Lefferson and Haggerty paced the contest, each taking a half-mile. At the crack of the gun, Kiser jumped away from his opponents and then quit as the pacemakers had gotten well under way and Kiser would not close the gap. The pacemakers slowed up, and coming into the homestretch Kiser closed the gap with Bald, Cooper and Gardiner following in order. The pace remained unchanged until the three-quarters. The pacemaker dropped out here and Kiser was left in the lead. Taking the lower turn, Kiser swung high on the bank and Cooper shot down through on the pole and started the sprint, leading the bunch down the backstretch. Bald came up to Cooper's side entering the homestretch. Kiser had been forced to third position. Gardiner came up on

the inside from the last position, and while Cooper and Bald were having it out between themselves Gardiner slid along on the inside with a terrific sprint and won out by half a wheel right at the tape. Never were two more surprised men seen than Cooper and Bald when Gardiner came through. Bald beat Cooper out by a narrow margin and Kiser finished last. The time was slow.

Bald's Turn.

Nine men, Gardiner, Nat Butler, Bald, Coleman, Hoyt, Mertens, Kiser, Kimble, and Oldfield started in the final of the mile open. Cooper, Taylor, and Newton had failed to qualify in their heats. The men lined up in the above order. The race was paced by Haggerty. Mertens caught the pacemaker at the start; Bald was second in line, with Oldfield, Kiser, Nat Butler, Gardiner, Coleman, and Kimble following. At the bell, Mertens was left in the lead, which he held down the backstretch. Bald came up on the outside and entering the homestretch passed Mertens, with Kiser at his side. This placed Mertens in a pocket from which it was impossible to extricate himself. The men flashed over the tape in the same position—Bald first, Kiser second, and Mertens third. Gardiner, from a bad position, ran fourth, all four men not six feet apart at the finish. Coleman, Hoyt, Oldfield, Butler, and Kimble also ran in order named. The time was 2:11.

John S. Johnson, the crack amateur in this part of the country, won the mile open handily. Johnson wins his races as he pleases and by many lengths. He would not be a bad addition to the professional class.

Limit Men Won.

The two-mile handicap, professional, had nine starters. Mertens and Nat Butler were on scratch; Hoyt, 20 yards; Newton, 40 yards; Oldfield, 60 yards; Bowden, 110

yards; Watson Coleman, 60 yards; Pettis and Cameron, 210 yards. Mertens on scratch had failed to qualify. On the fifth lap, Barney Oldfield rubbed the rear wheel of Newton and went down. His hand had caught in the wheel, which he threw from the track over his head and rolled off himself just as the scratch men passed. The two limit men, F. A. B. Pettis and W. M. Cameron, were an eighth of a mile in the lead and gained steadily on the back-mark men who refused to pace each other. Pettis won the race from Cameron by a length. Pettis rode his first professional race today, having entered the professional ranks of his own accord. This netted him \$60, and he believes now that the professionals are the best, for they get the real stuff. Joseph Bowden won third place, beating out Nat Butler, Newton, and Hoyt. The time was 4:36½.

Summaries.

One-mile open, amateur—J. S. Johnson, first; H. B. Hills, second; W. E. Tenzler, third. Time, 2:14½.
One-mile novice—H. L. Halberton, first; H. C. Bowden, second; J. F. Butler, third. Time, 2:36¾.
One-mile handicap, amateur—C. Snow, 50 yards, first; J. F. Butler, 120 yards, second; L. G. Hanna, 50 yards, third. Time, 2:14½.
One-mile, professional—Bald, first; Kiser, second; Mertens, third; Gardiner, fourth. Time, 2:11.
One-mile invitation—Gardiner, first; Bald, second; Cooper, third; Kiser, fourth. Time, 2:14½.
Two-mile handicap, professional—F. A. B. Pettis, 210 yards, first; W. M. Cameron, 210 yards, second; Jos. Bowden, 110 yards, third. Time, 4:36½.

"MAJOR" TAYLOR'S DAY.

Portland, Me., Aug. 20.—The Portland Wheelmen conducted the first National circuit meet ever given at this place. The races were held at the Rigby Park fair grounds and over 5,000 people were present. The mile track was in poor shape, being owned by the horsemen who have no love for the wheelmen, and trotting races were run up to within half an hour of the bicycle races. The track was left in the rough state and the times made were good on the poor track.

All the cracks were here with the

exception of Bald, Kiser, Sanger, Stevens, and McFarland, and the races were hotly contested. Tom Butler, for the first time this season, measured swords with the cracks and was badly defeated. Butler could not win a place and did not qualify in the mile open. Cooper also did not qualify. Taylor was the hero of the meet. At the finish of the last race, Taylor was taken to the judges' stand and introduced to the people, who cheered him time and time again. Taylor won the half-mile open and the mile handicap, and secured second place in the mile open, winning \$196 in all. He defeated the best men in the field in the half-mile race.

Another Win for Gardiner.

The first race of the day was the professional one-mile. The men to qualify were Gardiner, Taylor, Hoyt, Randall, Kimble, Newton, Mertens, and W. S. Reynolds. These men lined up in order named on the tape. The race was paced by Harry E. Caldwell. At the start Taylor caught the pace, with Hoyt second, and the others strung out in single file. As the men swung into the homestretch for the finish, Gardiner was in the lead. Taylor, Newton, and Hoyt were close up, and Mertens tried to come on the outside, but the rough track was against him. Near the tape Gardiner made a second jump, and landed the race in a grand finish, Newton pushed Taylor hard for second place, being defeated by half a wheel, with Hoyt two feet back. Mertens was an open length back of Newton. Randall, Kimble, and Reynolds followed in order. The time was 2:15½, equal to 2:00 on a good track. The race could only be seen on the homestretch.

Fast Time for a Poor Track.

The half-mile professional was run next. Those to qualify were Cooper, who won his heat, Taylor, Coleman, Reynolds, Oldfield, Hoyt, Mertens, and

Gardiner. H. P. Mosher did not ride in the heats, but came out for the final, claiming that he was not called out for the heats. The starter would not allow him to start, but Mosher did not seem to pay any attention to him and started just the same. At the crack of the gun, all fought for the lead and the race was a fight from the start to the finish. Rounding the turn, Gardiner was thrown off his stride by Mosher, who had no business in the race. When the men entered the stretch, Gardiner was well back and tried hard to round the bunch, but could not, owing to the rough track which could only be ridden on the pole. Taylor came to the front in the stretch and held the lead all the way down. Randall came from the rear of the bunch with the most wonderful sprint of the day and rode a length and a half to the others' one and as the tape was crossed finished third by a small margin, Taylor winning from Reynolds. All three men were only feet apart. Cooper was fourth, with Hoyt, Gardiner, Coleman, Mertens, and Oldfield following. The time was 1:04½. This time surprised all the riders in the race, as the track was well ten seconds slow for the half-mile.

Twenty-one men started in the mile handicap. Cooper and Nat Butler were on scratch, Tom Butler 20 yards, Taylor 20 yards, Hoyt 25 yards, Newton 30 yards, Randall 60 yards, Kim-

ble and Oldfield 60, and a few local riders strung out on the long-distance marks. The field bunched on the backstretch. On the upper turn, F. E. Wellington got tired, so the men say, and fell from his wheel, throwing half the field, Tom Butler and Randall being among the thrown. This was Taylor's chance. A. W. Porter went around on the outside of the bunch with Taylor tacked to his rear wheel. Taylor was pulled to the front entering the homestretch and then Porter dropped out and Taylor went out for himself. Porter tacked onto Cooper's rear wheel and finished. Coming down the stretch Taylor was in the lead with Nat Butler at his side. Newton was a little back and had Cooper pocketed so that rider could do nothing but stay where he was. Cooper tried hard to get out, tried to go up on the inside between the fence and Nat Butler, but found it impossible and had to finish fourth when he might have won the race, as he was sitting up all the way. Taylor won by a foot from Nat Butler, and Newton was a close third with Cooper fourth.

Summaries.

One-mile handicap, amateur—C. H. Dickson, 175 yards, first; H. B. Hills, scratch, second; E. J. Rogers, 30 yards, third. Time, 2:23½.

One-mile, professional—Gardiner, first; Taylor, second; Newton, third. Time, 2:15½.

Half-mile, professional—Taylor, first; Reynolds, second; Randall, third. Time, 1:04½.

One-mile handicap, professional—"Major" Taylor, 20 yards, first; Nat Butler, scratch, second; C. R. Newton, 30 yards, third; Tom Cooper, scratch, fourth. Time, 2:12.

F. E. S.



KISER WINS THE FOUR-CORNERED MATCH

Buffalo, N. Y., Aug. 24.—If any one ever doubted the ability of Earl Kiser to care for himself in the first-class company in which he has been traveling this year, that doubt should be forever removed after the great race of today. The "Dayton Dump-ling," as he has been known, captured for Tom Eck his third \$1,000 race in Buffalo. In '88, Eck took a great race with Wilbur Knapp, who rode a high wheel. In '95, he took another with John S. Johnson. In the race of '88, W. A. Rowe ran second, and Crocker, Eck's other man, third. Johnson had Sanger second and Tyler third.

Kiser's First Appearance in Buffalo.

Kiser's appearance today was his first in Buffalo in a racing way, and he gave an excellent account of himself. The great race of the day drew 7,500 people to Buffalo Athletic field, filling all the grand stand seats and the bleachers. G. A. R. visitors were not so frequent in the stands as had been expected and a representative Buffalo crowd filled the grounds almost to overflowing.

The race of the day took but two heats to decide. The first was comparatively uninteresting. Werick paced and Bald caught the position; Loughhead, Kiser, and Cooper followed. At the bell Loughhead started to pass, but Bald took the challenge and led round the banking. Loughhead again essayed to pass and gained his point. Kiser shot up and past Loughhead on the backstretch and the four men finished at the tape half a length apart all around—Kiser, Loughhead, Bald, and Cooper. The time was 2:09.

The men lined up for the second

heat in the order of finish in the first heat. The men did not play for the pacemaker's rear, but for the last in the line. Bald gained the coveted position, Loughhead having the pacemaker, with Kiser on his rear and Cooper third. The pacemaker was only closed with in the backstretch and the first quarter was slow, :41. Buse was pacing. The half was done in 1:07 $\frac{1}{2}$ and the three-quarters 1:44 $\frac{3}{4}$.

As the bell was passed Bald swung wide of the line and shot up the bank like a flash. Loughhead started going and pulled Kiser along. Cooper followed and Bald gained the side of Cooper. Down the backstretch Kiser and Loughhead, the latter on the pole, were fighting for the front. Rounding the banking they fought and coming into the stretch Loughhead ran wide. Kiser was forced to go with him. Bald shot from the rear of Cooper down the bank and to the pole, entering the stretch with all the advantage.

Kiser's Race.

Kiser finally worked free of Loughhead, who was pressing him outward, and down the bank Kiser came with his great French sprint, which has been variously known as a loping sprint and a kangaroo jump, and Bald was lost. Kiser passed him inch by inch and finished at the tape a foot to the good. Loughhead was a half length back of Bald and between Bald and Kiser, and Cooper was fourth close up. The time was 2:12. The purse of \$1,000 was decided by this race, Kiser taking the first share, \$500, Bald the second, \$300, and Loughhead the third, \$100. Cooper gained \$50 of the purse, but rode an exhibition mile for

the money, the other \$50 going to the pacemakers.

The result of the race was properly unsatisfactory to the Buffalo spectators, but was more than satisfactory to Tom Eck, who threw his hat higher than the grand stand.

A. A. Zimmerman rode an exhibition in 1:51 $\frac{2}{3}$. He was paced by two tandems and did the first half in :55. Zimmerman wore the same suit that he wore in '93. The "Skeeter" failed to pass his pacemakers at the finish, and if the truth was told the last half-mile was fast for the "Grinder."

In the amateur races Earl W. Peabody, the Chicago amateur, failed to show up, being on the Wisconsin circuit. Goehler failed to qualify from scratch in the half-mile handicap, in which DeTemple and Powell started scratch. R. A. Miller, the Harlem Wheelman rider, who is about to turn professional and join the circuit, was at 10 yards. Miller had Powell at his rear with DeTemple trailing Powell. Miller carried the pair up to fourth position at the bell, but was carried back to the rear again on the last banking. Here he lost the scratch man, and in the stretch sailed out to a close third to Kaliska and Ray Duer. The finish was handsomely fought and gamely won. Heats of this race were won in 1:00 $\frac{2}{3}$, 1:00, and 1:01 $\frac{2}{3}$, the scratch men finishing well up. The final was won in 1:01 $\frac{2}{3}$.

The finish of the mile tandem local championship was a great one, with Miller and Goehler battling for the victory. Duer and Finn ran an inches close finish with the Dutchman, and the latter won in slow time.

Powell Didn't Qualify.

The final of the mile open amateur had Stevens, Dirnberger, DeTemple, Short, R. A. Miller, and Denniston in line from the pole out. Haynes paced, and Denniston, DeTemple, Short, Stevens, and Dirnberger caught pace in order. Denniston came out to a pretty win in the stretch, and DeTemple pressed him close, with Stevens a very close third. The time was 2:10 $\frac{3}{4}$. Powell, the New York crack, failed to qualify.

The mile invitation for local professionals was a close finish between Weinig and Clint Davis, and the judges gave the race to Davis, although the victory was generally thought to belong to Weinig. Buse was a close third. The time was 2:17 $\frac{3}{4}$.

Summaries.

One-mile heat race, best two in three, purse \$1,000, divided \$500, \$300, \$100, and \$50, with \$50 to pacemaker—Kiser, first; Bald, second; Longhead, third; Cooper, fourth. Times, 2:09 and 2:12.

One-mile open, amateur—Ed. Denniston, first; W. E. DeTemple, second; E. D. Stevens, third. Time, 2:10 $\frac{3}{4}$.

Half-mile handicap, amateur—Kaliska, 35 yards, first; Ray Duer, 25 yards, second; R. A. Miller, third. Time, 1:01 $\frac{2}{3}$.

One-mile tandem, city championship—Goehler and Miller, first; Duer and Finn, second; Haynes and Kaliska, third. Time, 2:15 $\frac{1}{2}$.

One-mile invitation race, professional—Davis, first; Weinig, second; W. F. Buse, third. Time, 2:17 $\frac{3}{4}$.

F. ED. SPOONER.

HISTORY OF THE MILE RECORD

Since 1890 the Mark Has Been Lowered Twenty-One Times by Fourteen
Different Men—After Six Years England Regains the Plum
Taken From Her by Windle

When J. Platt-Betts, England's record breaker, broke the mile record last week the muchly coveted plum crossed the water for the first time in six years, having been in the possession of various American crackajacks since October 17,* 1891. The mile record is held by speed merchants to be the piece de resistance in the large collection owned and controlled by Father Time and the money spent by different manufacturers in their efforts to gain the coveted prize would make half a dozen men rich for the rest of their natural lives. For the last seven years, in fact ever since the pneumatic tire was brought out, the record has been fought for and has changed hands over a score of times. The man who could hold it for three or four months was lucky and W. W. Hamilton, who held the record up to two weeks ago, broke a record himself when he managed to hang onto the slippery record for eighteen months.

While America will hate to see the plum get away from Uncle Sam, still they are confident that it will be but a short time before Mr. Record will buy a return trip ticket and once more grace the record table of the League of American Wheelmen. But one good thing will result from Johnny Bull getting hold of the prize—it will cause the doubting Britishers who have laughed at American records and called them fakes, to open their eyes and believe that Uncle Sam has a few speedy men

and that the phenomenal times which they have read about are true after all

Jones' Record of 2:20 3-5.

In 1890, when the pneumatic tire was creeping into favor in the old country, a sturdy young Englishman, W. C. Jones, commonly called "Baby" by his associates, went for the mile figure and cut it to 2:20 $\frac{3}{5}$. This time was regarded as something wonderful, and did more than anything else to convince a doubting public that there was speed in air tires. This record stood until the next season, when Frederick J. Osmond, England's champion, had a try for it and cut the mark to 2:16. By this time the American racing men began to take a little interest in the record, and several of them went into training to bring the record to this side of the pond. P. J. Berlo did 2:18 in a private trial, and this so encouraged W. W. Windle that the speedy Milbury lad, made a try at the mark, and on October 17, 1891, he was successful and cut a full second off, cutting the record to 2:15. This brought the prize to America, and for six long years Johnny Bull has been striving to regain his laurels. He has laughed at our phenomenal times, and held that the only speed merchants in the world hailed from Great Britain.

The Record in America.

Once on this side the mile record was kept on the jump. First one man would get it, but before the rac-

ing board could allow it some other man had lowered it. Windle held his record until 1892, when George F. Taylor went after it and brought it to 2:11. This was phenomenal time for those days, and Taylor was the hero of the hour until that fall, when Harry C. Tyler, the successor to George N. Hendee in the eyes of the public of Springfield, Mass., went after the mark at the great Springfield tournament, and, urged on by the cheers of 10,000 people, brought the figures to 2:08½, thus verifying the prediction of the Union company that the mile would go under 2:10 before the close of 1892.

Flying Starts Become Popular.

Up to this time the only recognized record was from a standing start, but at this meet Arthur A. Zimmerman had a trial at the flying mile and did 2:08½. Taylor also tried for the same mark and cut off three-fifths of a second. Zim went out again and this time did 2:06½. This immediately placed the flying start mile in universal favor and when the racing board allowed this kind of a record all of the cracks devoted their attention to this style of record. This was on September 16, and a couple of weeks later John S. Johnson electrified the world with his 1:56¾, made at Independence, Ia., paced by a running horse. The time was so phenomenally fast that no one would believe Johnson and for a long time the record was discredited.

October 7, Willie Windle tried for the mark at Springfield and brought the flying mile to 2:02¾, and the next day cut Tyler's standing mile to 2:05¾. This record stood for a year when it was again lowered by Windle, who brought it to under two minutes, doing 1:58½ at Springfield, October 3, 1893. Eight days later Willie made another trial and brought it to 1:56¾. John S. Johnson was at Independence at the same time, training to show the public that his ride of the year

previous was not a fake and that he was capable of riding under two minutes. After several trials he succeeded in breaking Windle's record on November 8, when he did 1:55¾. The next day he brought the standing mile down to 1:58½.

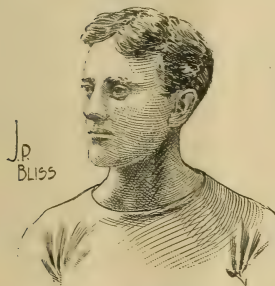
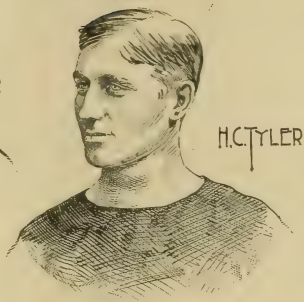
While the Windle and Johnson aggregations were at work J. P. Bliss and M. F. Dirnberger were at Birmingham, Ala., training for record breaking attempts. They had running horses for pacemakers and on December 12 Dirnberger did a flying mile in 1:51 and Bliss a standing mile in 1:54¾. These were not accepted as records, however, the racing board refusing to allow them. This brought the record breaking of '93 to a close.

Bliss Gets the Plum.

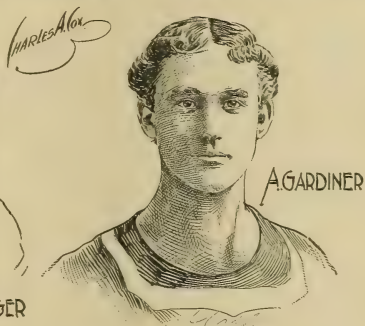
J. P. Bliss was the next man to annex the prize and at Waltham in July he cut the flying start record to 1:54¾. This was not allowed to stand long, for on August 2, Harry Tyler did the trick in 1:53¾ and also cut the standing mile figures to 1:57¾. Bliss then quit all competition work and devoted himself to getting back his record. He went to Springfield, and for several weeks he hammered away at Tyler's mark, and finally succeeded in bringing it down to 1:52¾.

Just about this time Johnson came back into the game, and at Waltham, on September 28, he brought the flying mile to 1:50¾. From this time on no one tried for the standing start, and all eyes were on the flying figures. Otto Ziegler, the little Californian, went for the record on October 16 at Sacramento, and cut three-fifths of a second off from Johnson's time.

On October 26, Johnson inaugurated the straightaway mile, and at Buffalo, on a straightaway course, he did 1:35¾, beating the time of the great running horse, Salvator. Of course, the record was not accepted by the L. A. W., it having been made on the road. Since that time John-



MEN WHO HAVE HELD THE MILE RECORD



son has had several imitators, but not much attention has been paid to this branch of record breaking.

Tyler Regains the Record.

On October 27, Tyler cracked it at Waltham, doing 1:48 $\frac{3}{4}$. Johnson was still in the hunt, however, and at Louisville, November 2, formally opened the new track by breaking the record, doing 1:47 $\frac{3}{4}$ for the flying mile and 1:56 $\frac{3}{4}$ for the standing mile.

In June of '95, M. F. Dirnberger did 1:45 at Louisville and the record breakers rested until October 21, when Johnson did 1:44 $\frac{1}{2}$. November 4, Arthur Gardiner did 1:42 $\frac{3}{4}$, and this record stood for a little over a month, when P. J. Berlo broke it at New Orleans, doing 1:40 $\frac{3}{4}$. In March, '96, W. W. Hamilton cut off several fractions, placing the figures at 1:39 $\frac{1}{2}$, at which mark they rested

until McDuffie did 1:38 $\frac{1}{2}$ several days ago. Platt-Betts is the last man to get the record and it now stands at 1:37 $\frac{3}{4}$.

The Different Record Holders.

In seven years forty-three seconds have been cut off the mark and fourteen different men have had the honor of holding it. In the record tables the names of Johnson, Windle, and Tyler, figure most prominently. The following table shows just how often the record has been broken and by whom:

*W. C. Jones.....2:20 $\frac{3}{4}$	Otto Ziegler.....1:50
*F. J. Osmond.....2:16	H. C. Tyler.....1:48 $\frac{3}{4}$
*W. W. Windle.....2:15	J. S. Johnson.....1:47 $\frac{3}{4}$
*G. F. Taylor.....2:11	M. F. Dirnberger.....1:45
*H. C. Tyler.....2:08 $\frac{1}{2}$	J. S. Johnson.....1:44 $\frac{1}{2}$
W. W. Windle.....2:02 $\frac{3}{4}$	A. Gardiner.....1:42 $\frac{3}{4}$
W. W. Windle.....1:58 $\frac{1}{2}$	P. J. Berlo.....1:40 $\frac{3}{4}$
W. W. Windle.....1:56 $\frac{3}{4}$	W. W. Hamilton.....1:39 $\frac{1}{2}$
J. S. Johnson.....1:55 $\frac{3}{4}$	E. A. McDuffie.....1:38 $\frac{1}{2}$
J. P. Bliss.....1:52 $\frac{3}{4}$	J. Platt-Betts.....1:37 $\frac{3}{4}$
J. S. Johnson.....1:50 $\frac{3}{4}$	

*Standing start.

C. G. S.



EDITORIAL

THE REAL NEW MODELS FOR 1898.

It is an accepted and an historical fact in the bicycle industry that until the present season the improvements in bicycles have constantly been so great that the models of each successive year showed such radical changes in the construction that they had come to be considered indispensable to up-to-date cyclists. The improvement in wheels is aptly illustrated by the times for the one-mile safety record. During the past two years the record has been reduced just $1\frac{3}{5}$ seconds; during the five years preceding, covering the time since the safety first came into general use, the record had been reduced forty-one seconds. This illustration is not at all necessary to the man who has followed the progress of the cycle. Let him compare the wheel of eight years ago with that of two years ago and then compare the latter with the wheel of today. In weight, construction, material, appearance, in every particular, the changes in the first case are so marked that one is compelled to stop in amazement that such remarkable improvements could be made in so short a time; in the second case the differences are so slight that there is small wonder that so little preference is shown for the present year's models over those of last year.

Makers all over the country have suffered on this account. Brains have been racked in vain for radical improvements. Little argument could be offered the rider whose last year's mount was in good condition to exchange it for a new wheel at a considerable expenditure. It is this fact that has led to all the talk that has so much disturbed trade circles during the summer about various chainless models which have come to be expected in 1898. It is the desire that all makers feel for something radically new to offer in place of the already perfected mounts that they have had trouble in selling in 1897, something that will attract riders to make a change. It is almost needless to say that the difficulties that have beset the trade are not in any measure the result of lack of interest in cycles or a falling off in their use. To the most unobserving it is patent that more wheels are in use than ever before and that the desire to ride is constantly increasing among those who have not already become devotees of the silent steed—not always silent. Making due allowance for the many "built to sell" wheels that have been put on the market, it is plain that the lack of anything in the way of really valuable and radical improvements has had much to do with the difficulties that have attended the marketing of goods. It is not odd, then, that American makers have turned their attention to the subject of chainless wheels in the hope of having some apparent novelty to offer prospective customers.

It seems a little strange, however, that any one with a mechanical education should seriously hope to offer anything superior to chain transmission of power in bicycles by the substitution of bevel or spur gears in place of sprocket wheels and chains. Such substitution has been persistently tried before this, and tried in various ways, but always lacked the essential features of success. The eminent English authority, Professor Carpenter, who has

conducted exhaustive experiments in connection with bicycle gears, is authority for the statement that bevel gears, "constructed in the most approved manner" and tested in conjunction with chain gears on exactly similar machines, have shown that "the results were from five to eight per cent in favor of the wheel with the chain." The purchasers of high-grade and high-priced machines are, as a rule, wise buyers, and, once acquainted with these facts, will fight shy of the chainless wheel. It will unquestionably have to be the application of a new principle that will make chainless wheels either popular or an improvement on the present chain wheels.

In only one particular does the chainless model, so far as it has been shown, exhibit any advantage over the chain wheel and that is the ease with which all bearing parts are covered from dust, rain, and mud. The loss in transmitting power in a bicycle through chain gear is in the neighborhood of one per cent in a thoroughly well built machine, while the loss in transmitting by bevel gears is at least five times as much. These figures apply to machines whose parts are properly lubricated and are not worn. In chain machines where the chains have been much used, and dust and mud allowed to accumulate on the chain until it has been materially lengthened through wear of its bearing parts, the loss of power sometimes amounts to as much as forty per cent. A wheel allowed to become thus impaired is certainly not as easily propelled as a chainless wheel in which all the bearing parts are covered and the wear is minimized. It is not, however, an impossible, or even an exceedingly difficult task to protect the chain gearing of bicycles from the onslaughts of dust, rain, and mud, and it is passing strange that any mechanic should allow the bearings in the chain, numbering more than 100, to be exposed when he is so careful to provide dust-proof qualities for the other six bearings in the wheel.

Bearings has long advocated the use of gear-cases and it is pleasing to know that its persistent advocacy of them has borne and is bearing fruit. Not only those who hope to reap profit directly from the manufacture of gear-cases, but chain makers who realize that all objections to the use of chains will be done away with by the general adoption of gear-cases, and manufacturers who realize that in fitting them to all their wheels they will be offering something that is novel, practical, and necessary, and will thus be able to find a ready market for their goods, are deeply interested in the subject. The English, notoriously unmechanical, have long used gear-cases, but with their proverbial unprogressiveness, have not perfected them, while in this country a concern has already put on the market a case that very nearly approaches the ideal. It should be borne in mind, however, by purchasers and very particularly by manufacturers, that it is difficult when a machine is not fitted during its construction with a case, to subsequently fit one that will have the same appearance of being part of the machine, will be as substantial, and will be as neat in appearance, as when fitted in the process of manufacture. A number of makers are already preparing to use gear-cases on all their highest grade wheels and those who have not already made such provision will be neglecting their best interests if they fail to do so. So fruitful has been the work done by Bearings that those vitally interested have already begun to take up the work of promulgating truths about power transmission in bicycles, and ere another buying season has come will have done a vast deal to educate the lay public on the scientific and common sense reasons why gear-cases are not only desirable, but necessary. As a class, the bicycle makers, of the country are a

most progressive class and Bearings trusts that all under whose gaze these lines may come, will not fail to study their meaning carefully. All that is said therein is carefully considered truth.

**DIFFERENT LAWS
IN DIFFERENT
CITIES.**

Cyclists who ride in more than one city are struck with the dissimilarity of the ordinances which govern the use of bicycles and other vehicles. In one town wheelmen are all compelled to carry bells and to ring them as they approach each street crossing, in another they are merely compelled to carry them, in another they have the choice between bells and whistles, while in another there is no provision for the use of either bells or whistles. In some places it is contrary to law to take the hands off the handle-bars, and in others no rider is allowed to ride on the left hand side of the street under any considerations whatever. In one place lighted lamps must be carried on all vehicles, in another only on bicycles, while in still another lamps are ignored entirely. One town insists on bells and ignores lamps, while the reverse is insisted on in another. Speed regulations vary all over the country, and ordinances varying greatly in character govern the respective privileges of bicycles and other vehicles as regards each other.

While it is very true that there are legitimate reasons why regulations in the smaller towns should vary from those in force in large cities in some particulars, there does not appear to be any tenable argument in favor of differing ordinances in the large cities of the country. Why should Chicago compel her cyclists to carry lamps and ignore the bell question while the neighboring city of Milwaukee makes her riders to use bells but says nothing about lamps? It would seem that some uniformity in city ordinances should prevail. It would be a difficult task to secure this but it could be done and doubtless will be done some time in the future. The sooner the better.

**SEEKING
TO
RETALIATE.**

A regular hornets' nest seems to have been stirred up in the Chicago city hall by ex-Judge Collins' injunction secured against the enforcement of the new "wheel tax law." Alderman Martin, originator of the ordinance, feels so childishly offended because of its failure that he now threatens to jeopardize his own political popularity by introducing a resolution to repeal that part of the law, declared to be constitutional, which requires all vehicles to carry lights after dark. This, he unblushingly asserts, is as a retaliatory move against the wheelmen, whom he accuses of having fought his license tax measure, notwithstanding the well-known fact that the cyclists neither opposed nor favored his ordinance, all the opposition that was developed coming from the large commercial houses owning and operating delivery wagons. The alderman evidently overlooks the fact that he can punish those who really opposed the measure by lending his influence to the enforcement of the clause as it stands. But if he really wants to vent his spite on the wheelmen he can of course do so at the expense of winning the wheelmen's enmity.

There are also vague rumors that Corporation Council Thornton and his assistants, chagrined at the failure of the "wheel tax law" to hold water, are at work drafting an entirely new set of regulations for the government of cycle riding in Chicago, one clause of which, it is asserted, will prohibit the

use of dropped handle-bars. Perhaps this will be claimed as only another "police regulation," but we fail to see how it would be justified any more than a law prescribing that the sides of delivery wagons shall not extend forward of the back of the drivers' seats. Evidently Chicago is listed as another victim of too much legislation.

SUPPLYING THE

HOLIDAY DEMAND.

The fact that there will be no cycle shows this winter gives the manufacturers of bicycles an excellent chance to get out their 1898 models early. This is a much more important matter than many appear to suppose. The best trade of the southern states and of California is done during the Christmas holidays and immediately preceding and succeeding them. It therefore behooves the makers to not merely have their new models "out" by the end of November, but to be able to deliver '98 machines in quantities before Thanksgiving. Since the riding season opens much earlier in the south than in the north, the wise manufacturer will devote his energy this fall to supplying the southern demand instead of holding back for the annual exhibition and the opening of the northern spring. The prospects are good for a steady demand from southern points and it is obvious that the company which is ready to supply this demand early is the one which will reap the harvest.





Palmers at the National Meet

Half-Mile Championship—Professional

Won by Earl Kiser on a Spalding fitted with Palmer Tires.

Five-Mile National Championship—Professional

Won by A. C. Mertens on a Spalding fitted with Palmer Tires.

One-Mile Championship—Amateur

Won by C. M. Ertz on a Cleveland fitted with Palmer Tires.

Two-Mile Championship—Amateur

Won by I. A. Powell on a Spalding fitted with Palmer Tires.

Fastest Mile Ever Ridden in Public—1:39 3-5

By Arthur Gardiner on a Dayton fitted with Palmer Tires, paced by two Dayton Quads fitted with Palmer Tires.

World's Competition Record—5 Miles in 10:45

By A. C. Mertens on a Spalding fitted with Palmer Tires.

Mile Open, Professional—Largest Purse Offered

Won by Earl Kiser on a Spalding fitted with Palmer Tires.

Mile 2:05 Class—Professional

Won by A. C. Mertens on a Spalding fitted with Palmer Tires.

One-Mile Handicap—Amateur

Won by Ray Murray on a Dayton fitted with Palmer Tires.

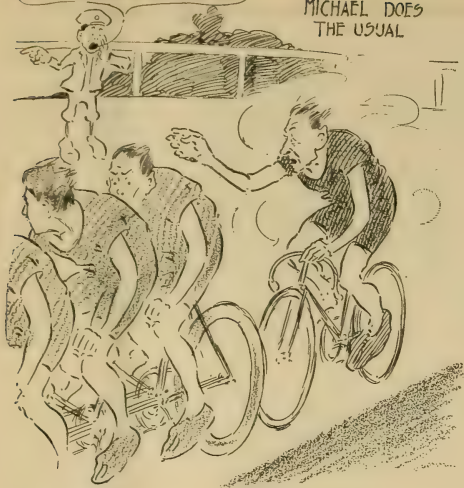
Palmer Tires Won the Honors of the Meet, as they always do.



"HEY STARBUCK - HE WENT THAT WAY"

MICHAEL DOES
THE USUAL

HEYWOOD WINS
THE DELEGATES
ROAD RACE
(AND NOW HE IS
B.LUFFING)



EVENTS OF THE WEEK



DENVER
NOW WANTS
TO BE TAXED

ST. LOUIS HAS A
PIPE DREAM



ENGLAND
GETS THE
MILE RECORD



KISER WINS
THE FOUR
CORNERED MATCH

ALBANY

Seamless Steel Tubing

Equal in grade and quality to any bicycle tubing in the world. ✻✻ Made with the most improved machinery—hydraulic power benches and every modern equipment required to produce the best obtainable high carbon tubing.

UNIFORM IN THICKNESS.
PERFECTION IN FINISH.

An abundance of natural gas—nature's free fuel—flows from our own wells and contributes its share to [the] quality and economical drawing of our finished product.

Capacity, 6,000,000 feet per year.

Write for prices and samples.

ALBANY MFG. CO., - - Albany, Ind.

Mention Bearings

TRADE

TRADE LETTERS

AMONG TOLEDO FACTORIES.

R. L. Woodrough, Controlling Perry Saddles,
Does Not Believe in Promiscuous Adver-
tising—Harry Yost Going West.

Toledo, Ohio, Aug. 23.—One of the first among the manufacturers to recognize the value of the trade paper as an advertising and general medium is R. L. Woodrough, lessee of the Perry saddle, who is now living in Toledo. Sooner or later Mr. Woodrough thinks the manufacturers will give unto the trade paper what properly belongs to it by right, and allow it the preference over the indiscriminate magazine advertising that has been indulged in so much of late. The cycle paper is for the trade and should therefore be patronized by the trade, according to him. The trade paper is the chief supporter of the industry and is therefore deserving of all the support the manufacturers can give it, at least more deserving than the magazine publishers, who coolly take the manufacturer's dollars, without giving him anything in return. Mr. Woodrough knew of one firm which spent \$60,000 last year for such advertising as this—a firm not outside the city limits of Chicago, too—and which has announced that next year it will spend but \$6,000, and this with the trade papers. Since prices have come down it is evident that the manufacturers mean to economize as much as possible. In this, however, they do not calculate to take anything away from the cycle journals, but to discontinue the indiscriminate and pernicious habit of giving full pages to publishers who are little less than human leeches. Strong talk, this, but Mr. Woodrough evidently meant it and hoped other manufacturers throughout the land would profit by it.

Getting Ready for '98.

There is a continued air of bustle out at the plant of the American Weldless Steel Tube Co., and that industry is already get-

ting in line for an early '98 output. Secretary Gage reports securing the contract of the National Sewing Machine Co., of Belvidere, Ill., for its entire supply of fork-sides for next season, and he is now negotiating with the Remington Arms Co. for its supply of tubing for next season. The plant ran out of billets one day last week and was compelled to make a brief shut-down, but it is again running a large force and expects to make new additions from week to week until the full capacity is reached.

Business at the downtown salesroom of the Yosts was reported better last week than it had been for the combined period of the two weeks previous. J. Harry Yost has been booking late orders with a vengeance and the result is that hardly a wheel is left in the store. Orders must be sent to the factory three or four days ahead before local purchasers can have their wants supplied.

J. Harry Yost Going to San Francisco.

After business abates at the Yost salesroom on Adams street, the manager, J. Harry Yost, will leave for San Francisco, where he will remain permanently. His father, Joseph L. Yost, has recently acquired a controlling interest in the store formerly known as that of Osborn & Alexander, and it is the intention of Mr. Yost, Sr., to have the son go into partnership with George Webb Alexander for the sale of hardware and a side line of Falcon wheels. Attorney Dodge, representing Mr. Alexander, was here several days ago and made arrangements with Mr. Yost for the new partnership, writing out the papers of organization, etc. Mr. Yost, Sr., has merely become a stockholder in the business, which is said to be the heaviest of its kind in San Francisco, and especially so since the influx of miners to the Klondike fields. Builders' and miners' supplies are carried, and with the addition of Mr. Yost to the store the



We are
Ready to
Figure
with
Jobbers
for '98.



SAMPLES ARE READY



For inspection at our sample room,
800 Isabella Building,
46 E. Van Buren Street, Chicago.



MARCH-DAVIS CYCLE MFG. CO.
Factory, 44th and North Aves., Chicago.
47 Warren St., New York.

Mention Bearings



Brown

COMBINE TWO
ADVANTAGES NEVER BEFORE
FOUND TOGETHER--

Saddles

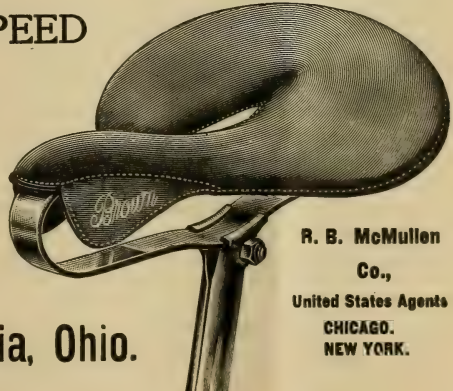
SAFETY  SPEED

A full line of plain and padded tops,
flat and coil spring saddles for '97.

 SEND FOR CATALOGUE.

BROWN SADDLE CO., Elyria, Ohio.

Mention Bearings



**R. B. McMullen
Co.,
United States Agents
CHICAGO.
NEW YORK.**

bicycle industry will be made quite a feature. The business is said to be about twenty-five years old, so that Mr. Yost considers it quite a good thing. Mr. Yost, Jr., will leave about the middle of September for his new home. His sister, Miss Evelyn Yost, will accompany him for a three months' stay.

Is Opposed to the Guaranty.

General Manager Jaquet, of the Maumee Cycle Co., is enrolled among the list of manufacturers who are opposed to the present guaranty evil. Mr. Jaquet thinks if the guaranty must be endured at all it should not be for a longer period than thirty days, and for a less time than that if it were possible to make it so. Mr. Jaquet thinks that if there be a defect in a wheel or wheel part it will be noticed inside of thirty days, and the wheel will last for all time after that until worn out. No manufacturer, he thinks, would refuse to make good a defective part even though it did not show up in a year or longer. Another thing is that prospective wheel purchasers who are conscious of guaranty protection will use their mounts roughly and expect the manufacturer to make all damages good by repair or replacement. Without the guaranty they would be more careful with their machines and either make the repair themselves or else buy another part and adjust it themselves. An accident always occurs while the rider is "on an asphalt pavement, riding slow." This proneness to deceive the manufacturer, or rather the attempt to deceive him, is becoming so common that the guaranty can no longer be endured.

New Fields for Red Cross Goods.

In a personal letter to the writer Manager E. G. Eager, of the Red Cross Rubber & Cement Co., announces that this institution is doing a splendid business, much better than it could have hoped for, and that France & Co. are going into new fields with the Red Cross sundries. Manager Eager is to go upon the road at once and expects to stay out for the balance of the season. Several large foreign shipments are now under preparation but can not be shipped at once on account of the immense home demand. The Red Cross people, it is announced, are working at the present time the following traveling salesmen: Jess S. Draper, of Toledo, C. J. Brownell, James McTaggart, Harry Davidson, Manager Eager, and A. B. Coffman, the former well-known salesmen for the Union Mfg. Co. in this city. At the Philadelphia meet Mr. Eager closed contracts with several large manufacturers for their entire trade on hard rim cement, and the company is now making

large shipments and has orders from Australia, South Africa, and several European points. Mr. Eager asserts that the facilities of the new plant are the finest and largest in the world for an institution of this kind, and that Red Cross goods are more familiar to the trade than ever before.

Business Exceeded Expectations.

Reports read at the annual meeting of the Kirk-Young Mfg. Co., last Monday, were most gratifying to the directors and showed the year's business to have been beyond all expectations. There was a good, big balance on the profit side of the ledger, the accounts were all found to be in good shape, and the outlook was most encouraging to every one. E. E. Kirk was chosen president and general manager, and F. E. Southard, who has heretofore been president of the institution, was chosen vice-president. A. W. Colter will be the new secretary and treasurer instead of H. J. Young, the retired official. The latter it is understood, is now connected with a Chicago industry.

Joseph L. Yost has again entered politics, and has come out squarely and openly for the nomination of county treasurer, subject to the decision of the democratic primaries, August 28. As Mr. Yost has so often been a conspicuous figure in local politics, it may be predicted that he will not only make an active canvass for the nomination, but if he gets it will "make the other fellow hustle." This is not Mr. Yost's first experience in politics by any means, since he was after the nomination for the mayoralty last spring and came very near getting it, too. His strength lies in the treatment of his employees at the Yost factory, and his treatment of labor is one good point in his favor.

Cleveland Clearance Sale.

Circulars have been sent out from the Cleveland headquarters of H. A. Lozier & Co. announcing a great clearance sale of second-hand and shop-worn wheels, which have accumulated during the season at the Cleveland salesroom and at the various branches. This line includes the Cleveland wheel, Models 8, 11, 18, 20, 22, 23, and 24; Cleveland tandems, Models 25 and 31; Columbia and Winton tandems, and wheels of other well-known makes, including the Barnes, Euclid, Empire, Envoy, Globe, Halladay, Hoffman, Lewis & Booth, Peerless, Rochester, Sterling, Spartan, Stearns Special, Geneva, Chicago, Lafayette, Columbus, Hackney, No. 3 Cleveland, Tribune, Marada, and Sunol. Every wheel is put in good running order and is sent with the privilege of examination, providing the order is accompanied by a small cash con-

sideration as a guaranty of good faith. A price-list giving full specifications and conditions of the various machines has been issued and is being sent out to many localities.

Will Push the Klondike Lantern.

H. W. Breckenridge, who controls the lamp industry of the E. P. Breckenridge Co., has announced the name of the leading 1898 bicycle lantern, which will be known as the Klondike. It is to be a superior lantern in every particular and will possess all of the desirable features found in the high-priced lanterns that have been offered heretofore. Mr. Breckenridge announces that his company has introduced some innovations in lamp manufacture and shall have withal not only an attractive lamp but equal to the best on the market. The company will of course continue to manufacture the Imperial and Light Weight patterns as heretofore, but shall make a leader of the Klondike. It is hard at work now on the tools for the production of this pattern, but will hardly be ready to offer it to the trade before October or November. It is announced that the '98 catalogues of the company will be issued shortly, giving a full outline of these lamps, prices, and terms.

Expect to Make 100,000 Perry Saddles.

In a talk last week with R. L. Woodrough, of the Harris Toy Co., who is the lessee of the Perry saddle, that gentleman stated that it was rather early to say anything about the prevailing prices for next season, but that the company confidently expected to manufacture and send out anywhere from 100,000 to 125,000 saddles. It is now too late in the '97 season to expect much of a demand, but the Harris people are sending out on orders from twenty-five to thirty saddles every day. The company actually made and sent out during the '97 season somewhere between 20,000 and 25,000 saddles, so that the estimated production for next year will be something like four times that of this year. The manufacturers of the Perry mean to reach out into new territory heretofore untouched by them and are now securing new facilities and new machinery looking to an increased output.

Last week the Harris company sent out saddles on orders from Hamburg and to San Francisco for export. One curious order came from Tahiti, in the South Sea Islands. Mr. Woodrough has been away on a two weeks' business trip to Chicago, returning on Thursday morning. He reports a good outlook for next year.

Secretary-Treasurer Jay Benson, of the Toledo Metal Wheel Co., was away last week on the steamer Northland for a trip

to Duluth and the upper lakes, combining business with pleasure. He will be absent ten days or more.

"We are making 500 wheels, and on a bona-fide cash order at that," said George B. Colton, of the Colton Cycle Co., one day last week. The plant was started up in earnest Thursday morning with a force of fifty men and more will be added in the next few days. The wheels are all for shipment to an eastern house and are to be finished in the next three weeks. They are the regular pattern, Model B, of the '97 product, and will be good, substantial machines and built to last.

Have a Good Trade in Mexico.

Directors of the Maumee Cycle Co. have announced the annual meeting of the company, which is to be held about the first of November. At this meeting the year's business is to be closed up and plans laid for the '98 campaign. Forty wheels were shipped during the past week. One large order of the week was from Mexico, where the Maumee people have worked up a nice business, largely through the efforts of their representative down there, Thomas S. Gore. Several orders for single wheels were also sent out to various local points.

Burdo & Bell are the new owners of the White Bicycle Inn & Model Works on Jefferson street, recently the property of Maurice E. White, who handled a line of the Outing and other wheels. W. C. Burdo is a practical man, as is his partner. He has done good service in the Snell, Yost, and Wilson factories, and latterly was foreman of the Toledo Tube Works. Charles Bell is a son of Dr. C. A. Bell, of Ottawa Lake, Mich., and is well known in Toledo. The new firm will at once build about twenty wheels to rent. Combining, as they do, these good qualities of fitness and energy, Burdo & Bell are certain to meet with a hearty welcome from the Toledo dealers.

ARCHIE CLARK.

MISSISSIPPI CYCLE DEALERS.

They Are Scattered Throughout the State and Are Doing Well—Ramblers, Crawfords, and Ideals Most Popular.

New Orleans, La., Aug. 23.—The state of the trade in Mississippi is and always has been exactly the same as the conditions which prevail in Louisiana—the same wheels are most popular, trade is affected by the same seasons, supplies come from the same source, and are handled in the same way. In that state as in Louisiana, with the exception of New Orleans, there are no large cities, but a number of small flourishing

ones abound. The Mississippians generally took to the wheel about the same time the fever rose in this city, in the latter part of '95. There are not many jobbers in that state, the size of the towns not justifying them. The dealers generally patronize the New Orleans jobbers. The trade is well worked by a number of drummers from this city. The hardware firms have generally taken up the bicycle and the business has been a profitable one. Department stores have tested the business but none has succeeded, nor have auctioneers done well. Bicycles seem to fit the hardware business especially in this section. Having been generally adopted by the local hardware jobbers, their drummers through the states of Louisiana, Mississippi, and southwestern Texas, and even parts of Florida and Alabama have brought the dealers in those states into line and placed the best agencies in the hands of the retail hardware dealers. These have generally succeeded, and after the experience of the seasons of '96 and the present, though there were many fruitless ventures in the business, many changes and many retirements, the business is settling down to a more legitimate basis, with profits fair to all and prices fixed at a figure at which all classes may ride.

The riding season knows no end so the business fluctuates but slightly. At the end of the year sales naturally drop off a bit, prospective purchasers waiting for the new product; but this is about the only season in which sales lull. New models are demanded early; they are already being asked for, and riders are beginning to wait a few months for the newer models. Last season the dealers found no little trouble in securing their stock before Christmas—they have always had trouble doing this. The trade demands new models, however, before this date. The sales during the holidays in the south amount to more than at any other season. The larger dealers are already beginning to prepare for the coming year, intending if possible to have their stock by December 15.

Among the following are mentioned the leading dealers throughout the state of Mississippi, most of whom are new dealers who came into prominence only this season but who have generally been most successful.

Biloxi.

Biloxi is one of the most popular watering places on the Gulf of Mexico. The roads there are excellent, riding there is a popular amusement, and dealers are successful. Louis Mangin is the leading dealer. He started in the business last season and did quite well. This season he has opened an-

other new store on the beach, it being principally a renting depot. He has purchased a new stock of renting wheels and has lately increased his sundry stock. This is the busy season at the watering places and this year's trade bids fair to surpass that of any previous one. Mr. Mangin is agent for the Crawford and a juvenile wheel made by Snyder & Fisher, of Chicago.

L. Lopez & Co., large hardware merchants, have added bicycles to their line. They do no renting or repairing but carry a stock of wheels and sundries. They are financially the strongest dealers in Biloxi.

J. O. Laska has a store also located on the beach. He does a renting and repair business as well as handling the Iver Johnson and Westminster bicycles. He also carries sundries. He visited New Orleans last week in order to renew his sundry and supply stock and to look into the market of bicycles.

Bay St. Louis.

Bay St. Louis is another watering place not far from Biloxi where dealers are right now flourishing in the same way. Joseph Combel is a hardware merchant who handles bicycles and sundries. He is the most prominent dealer in that town. His line comprises the Peerless, Eldredge, and Crawford, although he does not confine himself strictly to any make. His sundry business has been quite large. J. W. Watts has opened a store this summer prominently located on the beach. He does principally a renting and repair business, and has the largest store of this kind there. The Rambler is controlled by him and so is the Ideal. He is quite well fixed, and states that he will stay in the business until every other dealer there goes out.

Cronan & Blake have moved their business into this city (New Orleans), and are now located in Baronne street, near Common. Walker & Riley have rented the store formerly occupied by them. In '96 they were the leading dealers in the place.

Pass Christian.

Just a few miles farther along the gulf is Pass Christian, the "swellest" summer resort in this vicinity. The summer homes of most of the wealthier inhabitants of the Crescent City are located at this place. Edward B. Lang is a dealer of prominence there. His business is mostly in renting, repairing, and sundries. Wheels are almost always purchased direct from New Orleans. Elmer Northrop is another dealer of prominence.

Jackson.

In Jackson, the capital of the state, there has grown up a wonderful demand for

Rambler

"18 Year Old"

BICYCLES

AT NEXT YEAR'S PRICES!

It has become an established rule in the bicycle business that all wheels carried over from one season to the next must be sold then at

A REDUCED PRICE!

Rather than carry over 1897 Ramblers, which we shall continue to manufacture in order to keep our mechanics busy until we start on 1898 Ramblers, we will, while they last, sell 1897 Ramblers at next year's reduced price.

FORMER PRICE, \$80.

NEW PRICE:

{ Singles, \$65.00
 { No. 21 (special), \$75.00
 { Tandems (all styles), \$110.00

A CHANCE FOR THE LADIES!

We also have a few more
 of those popular

1896 Ladies' Ramblers

(MODEL G)

Which we will close out quick at

\$50.00

Buy Now, and Take Advantage of the Pleasant Fall Riding!

GORMULLY & JEFFERY MFG. CO.

Chicago. Boston. Washington. New York. Brooklyn.
 Detroit. Cincinnati. Buffalo.
 Cleveland. London, Eng.

Mention Bearings

wheels in the past two years. The streets of that city are excellent and the scenery about there most beautiful. Hughes & Phillips are practically new dealers, but they are doing a splendid business. Their leader is the World. They are doing a good sundry business and have a repair and renting department attached. The Jackson Cycle Co. is a new and prosperous firm which, this year, has secured the agency for the Rambler. With this wheel they are doing an excellent business. A. J. Harris & Co. is another successful firm which does a good sundry business. P. W. Parr has opened a renting depot and store at 221 South State street.

Fayette.

Fayette is a brisk business city where several dealers are making money. McClure & Harper are agents for the Rambler, Ideal, and Crawford. On these lines they are doing well. R. R. Liddell, and Geo. V. D. Schober are two dealers who are also flourishing, and F. Krauss, a hardware merchant, is doing a fair sundry business.

Brookhaven.

Brookhaven is a lumbering town which has taken to wheeling with a jump. W. H. Penn is a big sundry dealer. He also conducts a supply and renting business and handles the popular Rambler-Ideal line. Max Priebatsch is an old reliable hardware dealer who has taken to bicycles this season. He is doing well in sundries. J. M. Wood is another dealer who, with the above two, leads in bulk of trade.

Columbia.

Columbia is a business center where cotton trading prevails. This town has also gotten the wheel "craze." The well-known hardware firm of Wm. Atkinson & Foxworth Co. handles sundries and acts as Crawford agents. Pittman, Rawls & Co., another large hardware house, have also handled wheels and do a fair sundry business. These two firms, with J. Watts, a new exclusive dealer, have the leading bicycle establishments in the town. Most of their purchasing is through the jobbers of the Crescent City.

Yazoo City.

Yazoo City is a town alive with dealers and in which riders are numerous. James McCormick is a big dealer in sundries, supplies, and Rambler bicycles. He does also a renting and repair business and represents Stauffer, Eshleman & Co., of New Orleans, in that place. W. V. Thompson is a large sundry dealer who also buys from New Orleans. Lightcap & Co. are new dealers whose success is promising. The Keystone Lumber Co. is handling the Crawford.

These dealers and J. W. Coleman are the leading bicycle men in Yazoo City.

Canton.

The Canton Hardware & Furniture Co. does a large business in Canton, in which town wheeling is becoming more popular daily. This is the case, however, throughout the entire south, especially this section of the south. Isador Gross handles the Rambler and a line of sundries. A. Tuteur is the Ideal agent. He is also doing a renting and repair business. R. C. Smith is another of the leading dealers.

Crystal Springs.

Crystal Springs is another popular summer resort although not situated on the gulf. It is a health resort in the summer and a business center in the winter. Lotterhos & Huber conduct a prominent hardware house and pay considerable attention to the bicycle business. They have secured the agency of the Rambler which in this state is as well known as the Columbia is throughout the north. J. G. Siebe & Son handle the Crawford and the Ideal lines and are doing well with them.

Woodville.

In Woodville, Wettlin & Hickey do the largest business. Their line comprises the Crawford, Ideal, and Rambler, and on all these their business has been brisk. They are not an old firm, having started in business last January. Goslinski & Aaron handle the Crawford, although they are not the representatives in this town. G. A. Wettlin does a sundry business.

Wesson.

Wesson is noted for its cotton rope business. The well-known Mississippi mills are located there. These people have done some bicycle business, and have dealt a little in sundries. J. E. Patterson is a leading dealer. W. L. Wellman is another. He handles two first class wheels, the World and the Rambler, both of which are popular.

Terry.

In Terry, W. J. Davis is a large sundry dealer. He is agent for the Rambler and Crawford lines. These will probably continue to be his agencies for the coming year. The popularity of both is certain. J. W. Grautham is another prosperous dealer.

Ocean Springs.

Ocean Springs, another summer resort, popular and beautiful, has this season been more of a wheeling town than in any previous year. New Orleans jobbers have not been able to bring the trade from this place fully under their control owing to the town's proximity to Mobile, Ala., which in the bicycle line is competing with New Orleans

quite as strongly in some sections. C. F. Earle is a new dealer who does a good renting business. He handles the Crawford. F. G. Lundy and Herman Nill are the two other leading dealers. The latter is the oldest dealer there.

Sandersville.

E. E. Bonner and K. C. Hall & Co. are the leading bicycle men in Sandersville. The former handles Ramblers and is doing well. The Sandersville Mercantile Co. is also in the bicycle business, handling principally sundries.

Osyka.

In Osyka, the Wm. Atkinson & Bacot Co. is a large hardware concern which handles bicycles. Varnado & Shilling are new dealers, but they have been quite prosperous this season. They do a large sundry business in addition to selling wheels. W. S. Tate is another dealer of note.

Natchez.

Natchez is a well-known and brisk cotton port on the Mississippi river. Byrnes & Teltus are the leading dealers. They handle everything and do a renting and repair business. The Rambler, Crawford, and S. & F. Special are their lines. They are new dealers but successful ones. The firm of G. H. Steinspring & Co., one of the oldest in the city, has been succeeded by W. H. Taylor, who will conduct the business just as heretofore. Schwartz & Stewart is another new firm.

Vicksburg.

The city of Vicksburg is a live-wheeling town, but New Orleans does not get the bulk of the trade from there. Holmes & Rockwood are the largest dealers. They are the Rambler agents.

Other Small Towns.

At Edwards, A. J. Lewis & Co., new dealers, are doing well in sundries and in their lines of bicycles. They are merchants who have taken up the bicycle business only this season. They have, however, done well. J. W. Ratliff & Son also handle bicycles and sundries.

Gloster is another business center. Causey Bros. and Barney, Johns & Co. are hardware dealers who also handle bicycles. B. E. Jacobs is the Rambler agent. He also does well on Crawfords.

In Centreville, the leading dealers are Ford Bros. & Co., the Crawford agents, and W. J. Jenkins, who handles the Rambler.

In Clinton, K. C. Hackney is the Rambler agent.

E. W. Melvin is a dealer in Camden.

The Fernwood Lumber Co. handles bicycles in Fernwood. It does a large busi-

ness, and, having started early in the trade, has been able to keep competitors down. Its line is also the Rambler and Crawford. These are handled through Stauffer, Eshleman & Co., of New Orleans.

In Greenwood, C. E. Gillespie & Co. and Thayer & Co. do the largest business.

Williams, Richmond & Co. are the largest dealers in Gillsburg. There are no others of note.

Hazlehurst is not as large a wheeling town as some of the above, but in this place two dealers at least are succeeding, E. B. Conn and J. P. Wise & Co.

The largest dealers in Hebron are D. H. Griffith & Co. and F. L. Riley.

George R. Leavett is doing a good business in Hickory, and Walton Gallaspie & Russell, hardware merchants, are also big dealers in bicycles and sundries.

George H. Robertson handles the Crawford in Lumberton. Hinton & Barnes, hardware dealers, are also bicycle and sundry merchants.

John F. Krebs handles the Crawford and S. & F. Special in Moss Point, and the Moss Point Mercantile Co. acts as Ideal agents.

D. C. McRaney & Co. is the name of a large hardware firm which does some bicycle business in Mount Carmel.

Pearlington is a lumber town. J. A. Favre & Co. sell Crawfords and do a good sundry business there. McGuerre & Russ are other dealers.

In Rodney there are three leading stores: Hughes & Ross, E. B. Ross, and the estate of W. J. Martino.

In Summit, C. A. Atkinson and the Hyman Mercantile Co. are the largest dealers.

M. H. Turner & Co. handle the Rambler in Vossburg.

Vaiden is another town in which the trade is doing quite well. A. H. Harris is a large dealer there.

In Vaughns, the Eldredge is sold by Harris & Brister.

The town of Raymond is quite a racing place. D. H. Roberts is a large dealer there. He does a good sundry business and rents, repairs, and sells Ramblers and Ideals.

C. W. Rich sells Crawfords in Richburg. B. L. Smith & Co. and Deane & Coleman, who are located in West Point, practically complete the list of large dealers in the state of Mississippi.

FRED MOORE.

WORKING ON '98 PATTERNS.

The English Designers Are Already at Work on Them—Higher Frames and Longer Wheel Base—Better Brakes.

London, Aug. 14.—The patterns for 1898 are now occupying the minds of manufac-

turers, which is in itself a sure indication of the falling off in the demand, for last season nobody thought of improvements but gave their whole attention to the production of cycles in large quantities, regardless of such considerations as whether or not they entirely suited the public requirements. Now things are different, and I believe that the patterns for next year will show some very real improvements, and will mark a further advance in the art of cycle building. At the time of writing it is impossible to say in what the improvements will consist, but I know for a fact that several firms are strengthening the chain stays considerably, while some are even adopting the duplex tube arrangement used on one pattern of Humber this year. There is also a tendency to increase the length of the wheel base somewhat, and this is a good move, more especially when taken in conjunction with the increased height of the frames.

On this latter point the current issue of the Cycle Trade Journal contains some pertinent remarks. It is pointed out that the largest frame usually made is known as a 26 inch, and the firms adopting this standard employ 24-inch and 22 inch for their medium and small sizes. Now there are hundreds of cyclists in this country who are six feet high, and these men, even with a 26 inch frame, usually have about a couple of inches of saddle-pin projecting above the top of the frame. It is, therefore, suggested that if the sizes were altered to 27-inch, 25-inch, and 23 inch it would be better, and there is certainly something in the argument. As it is now, it is difficult for a tall man to procure a frame sufficiently high for him, and there are any number of people considerably less than six feet tall who ride 26-inch frames.

John Browning's New Bibrake.

The want of a good cycle brake, which shall always act, even should a tire become punctured, and shall not put an undue strain upon the frame of the machine, has long been felt, and this week I have had the pleasure of a private view and trial of a new duplex brake invented by John Browning, the well-known president of the British Optical Association. Mr. Browning calls his invention the Bibrake, and it is, as its name implies, a double brake, acting upon both wheels. The ordinary brake-lever is made somewhat longer than usual, and is bent around in a rearward direction after it has passed the stem of the handle-bar. The lever is hinged to the ordinary front wheel plunger in the usual manner, and the rearward extremity is hinged to a second plunger-rod, which acts upon one arm of a

bell-crank, pivoted to the frame at the lower end of the steering socket. The other arm of this bell-crank is hinged to an adjustable rod running rearward to the top of a lever pivoted at the bridge of the rear fork. The lower extremity of this lever carries a rubber pad, which forms the brake on the rear wheel. To insure the Bibrake working properly, it must be adjusted so that the pad on the rear wheel comes into operation before the front wheel spoon. The effect of the brake is to pull the machine up from the rear, but as the pressure on the lever is increased, the front wheel brake comes into action and both wheels are checked. Should one tire become punctured, the whole force of the brake is instantly and automatically transferred to the other wheel, so that there is no likelihood of the brake failing. Of course it has the objection that the rod from the bell-crank to the rear fork looks ugly, but I can see no reason why this should not be replaced by a wire carried inside the lower tube of the frame, having regard to the fact that the strain upon it is entirely a tension one. This could not be done upon existing machines, or at any rate would be more difficult, but when the brake is applied at the time the machine is built, there would be but little increased trouble. Speaking from experience, I can say that the brake works splendidly, and is just the thing for the tourist in hilly districts.

The Sparre Tire Still Lingers.

It is curious how some things linger and do not die. One of these is the Sparre tire, which is nothing but a glorified cushion, and is really much on the principle of the Overstone tire brought out in the early days of the pneumatic. The Sparre is molded differently, and there has been brought out a new section which is to do wonders. As the tire weighs goodness knows how much, being made of solid rubber an inch or more thick, and of course it has none of the resilience of the pneumatic, one can only marvel that it still exists. It is seldom seen on the road, and when it is, it is fitted to a machine belonging to somebody interested in the business.

Harvey du Cros, Jr., will be the new managing director of the Coventry Machinists' Co., Ltd., and R. Burns, the ex-racing man, will be the general manager. I am somewhat surprised at the appointment of Mr. du Cros, having regard to the statements made by Mr. Philpot at the general meeting of the company, at which he received "the noble order of the boot." Mr. Philpot's statement, although it did not clear him, certainly gave the shareholders cause for uneasiness, and the fact that Mr. du Cros has been appointed makes it look

as if the company is really in some way connected with the John Griffiths corporation.

The Loco Chainless.

We are to have two more chainless safeties in this country—for a short time. The latest device is a machine very much after the style of the Loco in that it is driven by means of a spur gear to get the speed, and this in turn is connected with the driving wheel by means of coupling rods. None of these chainless machines are of the slightest use in practice, and there is nothing to beat a well-made chain, running over, accurately cut chain-wheels and covered by a well-made gear case.

The strange ideas the public has on the gear question have been fully evidenced again and again, but this morning I have received a letter from a gentleman requiring advice on the choice of a machine, in which he states that he wishes a gear of 80 inch, because he "never rides a hill, no matter how gentle the incline may be." He has been touring with a friend who uses a high gear, and is fully convinced of its advantages. It is truly funny to find a man who can not ride even a moderate slope, ordering a machine with a gear suitable for the path, but it only shows how ignorant many people are on the subject of cycle mechanics.

Unscrupulous Attempts at Fraud.

I have lately heard of several cases of attempted fraud, in which machines of a second grade have been wilfully invoiced to customers as first grade mounts, under the impression that the buyers would not know the difference. In how many cases the plan has worked successfully, nobody knows, but in at least three it has been discovered, and the firm has had to refund considerably more than the amount overcharged, in order to keep the matter quiet. One gentleman, however, on discovering the attempted fraud, took the machine back, and threatens to proceed with the case in order to show the matter up.

The share market still continues very depressed, but there has been a slight rise in a few of the best securities. There are several really good things to be had cheap by those on the lookout for good investments as against mere gambling speculations.

C. W. BROWN.

THE SOUTH AFRICAN TRADE.

Consul Roberts Gives the American Manufacturer a Few Tips on How to Secure the Patronage.

Washington, D. C., Aug. 23.—In view of the fact that the exports of American-made bicycles to Africa are increasing every

month, a few facts relative to that country may be of interest to our manufacturers who desire to extend their trade in this direction. In a report to the State Department, Consul Roberts, at Cape Town, says the history of South Africa during the last few years is a fascinating study. As the politics and trade of the country appear to be inextricably interwoven, problems of a unique nature ensue, in the solution of which the manufacturers and exporters of the United States can hardly fail to be deeply interested.

Prosperous South Africa.

It is well known throughout the world that South Africa has for some time been enjoying an era of almost unparalleled prosperity, a large measure of which the people have been favored with who dwell in that interesting region known as "up north." The term "South Africa," as the consul makes use of in his report, will be understood to mean the entire tract of country south of the eighteenth parallel, including Natal, the Orange Free State, the South African Republic, more familiarly known as the Transvaal, and the rich section adjacent to the latter, now being fast developed and called "Rhodesia."

There is necessarily a close connection between "the north" and "the south" as those terms are here understood. In a political sense, the whole of the rich and magnificent country south of the Zambesi river is drawing into the bonds of a closer and more friendly union, and our American business men engaged in the export trade, in order to properly guard their interests in the realms of commerce, should keep fully informed of the rapid political changes and social developments going on in that comparatively new part of the world.

America a Good Second.

Following England, the two leading competitors for South African trade are the United States and Germany, and the exporters of the latter country are putting forth every effort to gain the supremacy. There was a time when German importations in many branches of trade practically held the field against all comers. The South African prejudice was all in favor of things "made in Germany." But within the last year there has been a wonderful change with regard to importations from that country. It would appear that colonial merchants will not purchase German goods if they are able to procure them from England or America at the same price. Notwithstanding this, German trade has made rapid strides during the past few years, although during the last twelve months or more its increase has

been materially checked, to the consequent advantage of American and English shippers.

Shipping Statistics.

The remarkable development of trade between South Africa and the United States is indicated by the shipping statistics, which show an increase in the last two years of at least fifty per cent in the shipments of the various articles of commerce that the merchants there order from American manufacturers and dealers, and it can be safely predicted that at the end of the current year there will be a still more marked increase of such traffic. A line of steamers running at regular intervals is now connecting the two countries and they are packed with goods as they arrive from month to month.

There is an important factor which will have a momentous influence on exports from the United States to that part of the world in the recent passing by the Cape parliament of an act to amend the customs union tariff rates of 1889, mutually adopted by the governments of Cape Colony and the Orange Free State. Exporters will need to examine carefully this new tariff list, which went into effect on July 1 last.

A glance at the shipping freight rates shows the great advantage American exporters have over those in England and Germany. The freight rate from America to Cape Town is, first class, fine goods, thirty-five shillings per ton; second class, fine goods, twenty-five shillings; third class, rough goods, 22s. 6d.; fourth class, rough goods, 17s. 6d. Those from England and Germany to Cape Town are from fifteen to twenty shillings more per ton.

The facts thus briefly given will, in the opinion of Consul Roberts, convince American manufacturers and merchants that the import trade of South Africa is rapidly increasing in importance, and that they can secure a considerable portion of it by "hustling for it," as that expressive colloquialism is understood in the United States.

As indicating the large increase in the exports of American cycles to Africa, it may be of interest to know that the exports increased from \$7,609 in 1896 to \$125,979 in 1897.

H. G. WARD.

GOTHAM TRADE BRIGHTER.

New York City, Aug. 23.—A journey among the tradesmen of this vicinity last

week elicited the information that an increase in the bicycle business among agents could be expected within a short time, and, in fact, according to some of them, there is a change for the better at the present writing.

As was natural to expect, during the summer months there has been a falling off among the agents and dealers, not only in regard to the sale of wheels, but also in the repairing line. This is owing to the large exodus of the average New Yorkers to the summer resorts, where they use their wheels but little. At the same time it has become stylish at most of the summer resorts to take a spin in the early morning and evening, and in consequence the bicycle dealers at those places have, with few exceptions, been doing a flourishing business.

The large number of new riders still continue to be seen at the bicycle academies, and a local firm has been giving from seventy-five to one hundred lessons a day for the past two months. The majority are of the fair sex, and as might be expected most of the wheels being sold at present are of the drop frame order.

A well-known dealer who has been in New York business for many years states that the outlook for the fall trade is as bright as can be expected in view of the recent depression and fall in prices. All in all the outlook is much brighter than it has been for the past two months.

The Most Popular Lady Rider.

Much interest has been aroused among cyclists, and also the trade, in the Evening World bicycle contest, which started about a month ago and ended last week. It was to ascertain the most popular lady rider as well as the most popular wheel, and the reward was to be a trip to Europe for the lucky lady on a silver tandem of the make which received the most votes. Miss Rose Alice Goodwin, the Siegel-Cooper candidate, came out ahead at the end with 353,608 votes to her credit, while Miss Lulu Carroll, of Brooklyn, was second with 172,657 votes. The Pierce wheel led the list with 354,299 votes; Luthy second, with 173,432 votes. Austin Remsen, the eastern agent for the Luthy, will furnish Miss Carroll and her sister with a Luthy tandem to take the trip through Europe, upon the invitation of the winner. Remsen is also going abroad for the purpose of establishing agencies for the Luthy on the other side.

A. R.

1897 Columbia Bicycles

All good things in bicycles originate with Columbias. Standard of the World applies to them only. 5 per cent Nickel Steel Tubing alone gives them unequaled quality and strength. 1897 Columbias are \$75 to all alike. Hartford Bicycles, which in order of excellence stand second only to Columbias, \$50, \$45, \$40, and \$30.



The well-known Columbia name-plate appears on the steering head of every Columbia Bicycle.

Pope Mfg. Co.

Hartford, Conn.

Descriptive Catalogue—illustrated—forwarded for one two-cent stamp.

Mention Bearings



We are ready to quote prices on your 1898 supply of —

DROP FORGINGS

OF ALL DESCRIPTIONS.

The Billings & Spencer Co.

HARTFORD, CONN., U. S. A.

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INDIANA CHAIN CO.

INDIANAPOLIS, IND., U. S. A.

Makers of Celebrated Indiana Chains. Write for prices.

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Mention Bearings

FACTS ABOUT MOTOR VEHICLES

Electric Methods—Rivierre's Petroleum Bicycle—An Interesting Competition—Motor Vehicles and Horses—Circulation of Motor Vehicles—The Cambier Gasoline Vehicle

Future electric locomotion depends upon a battery that will generate energy on the spot, or the discovery of an ingenious means of recharging the exhausted batteries. There are three different methods that can now be employed: Rapid charging at a central station, changing the batteries at certain relaying points, and the daily charging. None of these methods can be used at present in the great centers. An electric roadster is out of the question, as electric stations along the roads would be very costly and take a long time to establish. Rapid charging would necessitate special accumulators with a low specific capacity from one to one and a half ampere hours per pound. To make this possible, charging should be done as easily as taking water by the roadside. Otherwise an electric carriage for hire becomes impossible, as it would consume too much time to go to a relaying station.

Replacing the exhausted batteries by fresh ones seems very easy in the sense that it saves considerable trouble for the driver, the electric station performing the work. Again, it would be almost impossible to have a uniform type of interchangeable batteries. This will probably be the arrangement when there are vehicles enough to pay for the erection of installations of this kind. Another method is suggested consisting of a battery placed in the front and rear of the carriage that has an output only of from one to five kilowatts. This battery is to be used to charge the main battery by sections. If, for illustration, the vehicle accumulators consist of forty-eight cells divided into six groups, a battery of nine cells will be sufficient to recharge the eight groups successively, with the assistance of an automatic commutator easy to construct. Each section will receive a certain amount of recuperative energy. The natural function of the electromotor and counter electro-motive force will prevent the series of charges from exhausting the generating battery; besides, the latter will work with a low output and under excellent conditions of efficiency. Recharging at a central station, day or night,

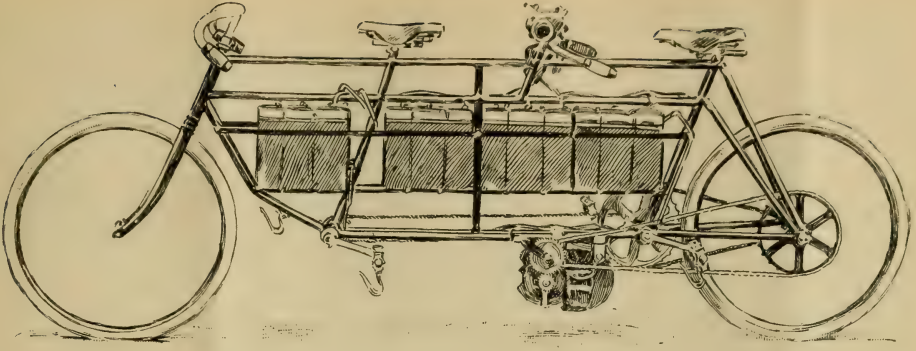
can be done cheaper when the current is at a low potential. If the current at the station is alternating, it must be transformed to a continuous current and special arrangements made for recharging vehicle accumulators.

New Accumulator and Battery.

Parisians are talking of a new reversible accumulator. It was invented in the south of France and will soon be tested and described at the Academy of Sciences. Another discovery, averred to be practical, will be used by Messrs. Dion & Bouton upon their petroleum vehicles for igniting the explosive mixture. It is a small and light dry battery which will take the place of accumulators that have been used up to the present time. It is claimed that this battery will last for 260 hours of lighting. It will be a great improvement over accumulators.

An Infernal Triplet.

The infernal triplet, as it is called, of Mr. Darracq has made some later tests on the Municipal track, Paris. This time it was the intention of the builder to beat the kilometer record, and to give Tom Linton an opportunity to ride for a mile back of this infernal machine. The triplet succeeded in running a kilometer (3,282 feet) in :55 2 5. This is the fastest time ever made upon any track, the time made by the Pin-gault tandem being :56 4 5; the first lap (1,640 feet) was made in :28 and the second in :27 2 5. After a short intermission, Tom Linton started for the mile record with a flying start. The Welsh crack buckled down to the work, but to the surprise of the onlookers he was shaken off at the second lap and would have been badly left if the triplet had not slowed up. No record was beaten. The lap was run in :31 2 5, the kilometer in 1:03 3-5, and the mile in 1:46 1 5, the records for these distances being, respectively, :30 2-5 by Jacquelin, 1:01 3-5 by Johnson, and 1:39 2 5 by Hamilton. Linton said that he was not feeling well and thought he could do better at another trial. To close the tests, the triplet



The infernal machine.

started for ten kilometers (6 miles, 396 yards), making the distance in 9:53 2-5, beating all records, the best time heretofore made by the same machine being 9:54. The time was taken by an official timer. Another trial will soon be made, when it is expected that all records will fall.

Rivierre's Petroleum Bicycle.

Rivierre, the winner of the Bordeaux-Paris road race, made the first test of his motor safety on the Municipal track recently. After running for twenty minutes at from :29 to :30 per lap (1640 ft.) the laps were then made regularly at :34. Rivierre then made the turn of Daumesnil lake, a distance of two kilometers, 667 meters (1½ miles) in 3:27 4-5, although the speed was decreased toward the end.

An Interesting Competition.

The French Societé d'Encouragement has asked a question, the importance of which will be recognized by mechanical builders. A prize of 2,000 francs is offered for the discovery of a process permitting the use of petroleum products for industrial or motor vehicle purposes without danger. The quantity of petroleum is daily increasing and its use under different forms is rapidly developing and furnishes a valuable source of light and heat. Improved apparatus is wanted which will entirely prevent or at least lessen the number of accidents that are now too frequent by its use.

Motor Vehicles and Horses.

The increasing number of vehicles drawn by other power than that of horses such as steam, electricity, petroleum, or compressed air, makes horse breeders uneasy in countries where breeding is an important rural industry. They foresee with anxiety that a revolution in general locomotion will have the effect of reducing the revenue obtained from horse breeding. The general council of the department of Calvados, in Nor-

mandy, France, is much frightened over the prospective menace to Norman horse breeding and to prevent the threatened danger has presented a petition to the French government, demanding that mechanical vehicles be doubly taxed and that half the receipts obtained from this source be given to horse breeders and the other half used to increase the prices paid for remounts for the army. Like the wool growers of America they want to be protected. While the use of motor vehicles may not now interfere with horse breeding, the progressive substitution of mechanical for animal traction on street car lines and in the future for omnibuses and cabs will surely have its effect, especially for draught horses.

Circulation of Motor Vehicles.

The city of Cannes, France, has adopted some very stringent regulations for the running of mechanical vehicles. It is probably done at the instigation of those who are in fear of the mechanical sprinters who scorch the boulevards at high speed. The regulations consist of fifteen long articles, from which the following are extracted:

Article 1. The speed through the city streets and inhabited places must not exceed six miles per hour.

Art. 2. Every vehicle with a mechanical motor must have a number placed in plain sight on the left of the vehicle.

Art. 3. The vehicles must have a sufficient number of drivers to operate the apparatus.

Art. 4. A vehicle must never be left without precautions being taken to prevent an explosion of the motor apparatus.

Art. 5. When running, the vehicle must be slowed up or even stopped when other vehicles come near or horses are frightened, which may cause accidents.

Art. 6. The approach of the vehicle must be signaled by means of a horn or whistle. If it runs silently it must be furnished with a continuously ringing bell.

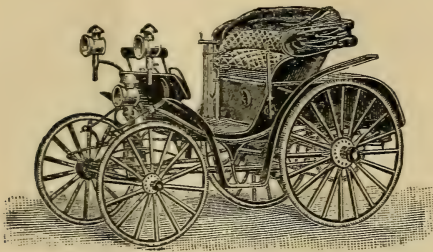
Art. 7. The driver must keep to the right even when the middle of the street is clear.

Art. 11. A motor vehicle is forbidden to haul one or more vehicles.

Six miles per hour is proper, but horse vehicles are not restricted to this speed nor are they forbidden the middle of the road.

The Cambier Petroleum Vehicle.

The frame of the Cambier petroleum vehicle is built of steel bars and braced with T-shaped pieces, also of steel. The steel bars are bolted to pieces of hard and dry wood which increases the rigidity of the frame. It is claimed that steel and wood is freer from vibrations than one made wholly of steel, the wood absorbing a portion of the vibrations. The axle is a very

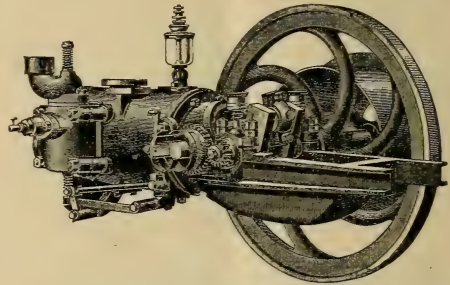


The Cambier victoria.

important part of a mechanical vehicle, as the driver's life as well as the passengers' are confided to it. The different parts of the axle and the frictional surfaces are especially strong and well made to stand the wear of the road, whether good or bad. The wheels are made of selected wood with bronze hubs of the artillery kind. The felloe has either an iron, solid rubber, or pneumatic tire. Steering is done with a pivoted axle operated with a crank held by the driver. The engine is either one, two, or three cylindered, and of light weight relative to the power. All its parts are easily reached and all the parts can be dismounted without touching the carriage part. The rods, cranks, cams, gearing, and valves are made of solid forged steel. The cylinders and pistons are specially polished, reducing the friction to a minimum. The oiling is automatic and the consumption of oil is much reduced for a long run. Ignition is accomplished either with electricity or an incandescent tube. The improved sparkler is thoroughly insulated, thus avoiding short circuiting. The porcelain candle is not set in metal, but perfectly insulated and can be replaced in a few moments. The accumulator is light and efficient and stores sufficient energy to run 300 miles.

The joints of the machine are all indestructible and never need repairing. The transmission is by belting, in small light

vehicles, and by gearing in heavy ones. The arrangement is such that all speeds included between 0 and fifteen miles per hour can be obtained on level roads. A change is easily made from low to high speed or vice versa without shock or noise. Ordinary gasoline is used to generate the explosive mixture. A reservoir holds the water for cooling the cylinders which needs renewal every twenty-five miles. Small vehicles consume about sixty cubic inches of gasoline per kilometer and ninety in larger vehicles with four or five passengers. The consumption varies according to the condition of the roads and the grades. The smaller vehicles have two brakes acting



Cambier single-cylinder petroleum motor.

upon the wheel felloes. For large vehicles the brakes act upon the hubs.

The Motorcycle Cup Race.

The result of the recent French motorcycle cup race, organized by the France Automobile, was a great surprise to many people. It was thought that petroleum tricycles were speedier than vehicles and that they would win all the prizes; but it was a vehicle driven by the builder, M. Leon Bollée, that won the first prize. The second place was won by a Hildebrand & Wolfmuller bicycle, improved by M. Ganz, who has also introduced a new system of ignition for automobiles that is based upon the principles of thermocautery. Then two vehicles of the Bollée kind and the next one was the first Dion tricycle, driven by a woman, Mme. Léa Lemoine, the only woman in the race. The speed made by this vehicle is partially explained by its more powerful motor. The vehicle ridden by M. Bollée had a four-horse power motor with 800 revolutions per minute. It weighed 390 pounds, about 220 pounds more than the tricycles of $1\frac{1}{2}$ horse power, which would have won if they had been driven as skillfully as the vehicles. The Wolfmuller bicycle was ridden by a real equilibrist, who jumped to the ground on the hills and galloped by the side of the machine as he held to the handles; this machine had a more powerful motor than the tricycles.

A. C. KNAPP.



Buell's Gear-Case.

Fig. 1.—588,124.—Gear-case; H. J. Buell, Fort Wayne, Ind.; application filed January 18, 1897; serial No. 619,518.

The object of this invention is the production of a light and substantial case or shield for inclosing the driving mechanism, and one which may be readily attached and detached. To this end the case is formed in two parts of nearly equal size and width, of sheet-aluminum. When these sections 9 and 10 are united, the corrugated meeting edges thereof will form a close dust-proof union, rigidly but detachably united by a loop 15 and a hook 16. The closer 11 is made of one piece of aluminum. The free ends of the closer are bent to meet in a perpendicular plane and are rigidly secured together by a spring 19. When in position, the brace rod 12 (Fig. 1^a) passes diagonally through the opening 23 in the closer, the rear end of the case being arranged between the rear wheel 2 and the seat rod 3, and the outer end between the frame section and the pedal-crank. Thus arranged, the case is secured to the rod 12 by two part clips 24.

McCoy's Auxiliary Handle-Bar.

Fig. 2.—588,166.—Handle-bar; R. F. McCoy, Chicago, Ill.; application filed May 25, 1896; serial No. 593,031.

Owing to the inconvenience of grasping the central portion of the handle-bar when it is desired to change the position of the hands, this inventor provides said central portion with a supplementary handle 1, which may be grasped by the hands in the same manner as the ordinary handle; or the hand may merely rest upon the auxiliary portion and the thumb be extended to grasp the central part of the true handle-bar. This latter position relieves the hand from the strain caused by completely surrounding the handle with the hand.

Trengrove's Driving Mechanism.

Fig. 3.—588,198.—Driving mechanism; W. H. Trengrove, Christchurch, New Zealand; application filed October 10, 1896; serial No. 608,511.

In this driving device, the usual cranks are replaced by pedal levers a and b, one arm of each of which is provided with a cam a', and between the inner point of this cam and a connecting rod k, a chain m is extended. As the levers a and b are operated, the chains alternately wind up on the cams and draw the connecting rods forward. The connecting rods may be attached to a crank on the driving wheel of the bicycle. Instead of extending the chain to a connecting rod, it may connect with a crank operating an auxiliary sprocket wheel in turn coupled with the rear wheel by the usual chain.

Rexroth's Adjustable Bar.

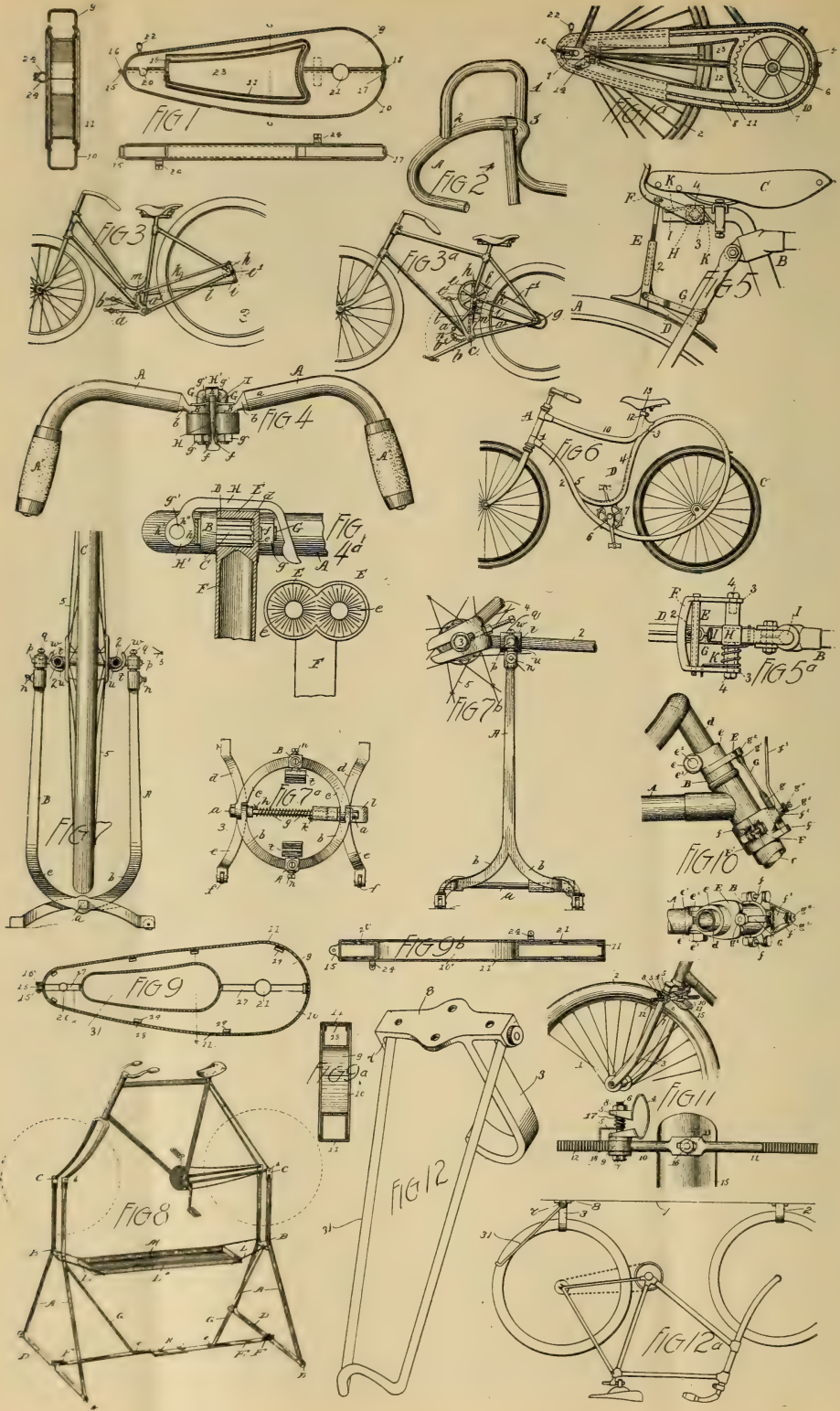
Fig. 4.—588,242.—Handle-bar; J. J. Rexroth, Chicago, Ill.; application filed February 19, 1897; serial No. 624,140.

A means of adjusting the handles of bicycles is here shown. The handle-bar is made in two parts, having heads B provided with interlocking teeth and pivoted in a head E of the stem F on the bolts G (Fig. 4^a). A face of the head E is serrated and the sides of the heads B are also serrated. By means of the cam-lever H the serrated parts may be tightly bound together or loosened to permit adjustment of the bars, as clearly illustrated.

Ecaubert's Saddle Brake.

Fig. 5.—588,270.—Brake for bicycles or vehicles; F. Ecaubert, Brooklyn, N. Y.; application filed February 3, 1896; serial No. 577,859.

The construction of this brake is sufficiently explained by the illustration. By moving rearwardly on the saddle and resting upon the lever F, the brake will be



applied to the wheel. A spring is used to relieve the brake when the rider moves forwardly.

Harris' Loop-Frame Bicycle.

Fig. 6.—588,274.—Bicycle; C. R. Harris, Williamsport, Pa.; application filed, January 16, 1897; serial No. 619,450.

The object of this invention is the production of a vertically resilient, laterally braced frame. To this end the frame is formed of tubular metal of D-shape in cross-section. Two of these tubes are employed, with their flat faces toward each other. At 1, these tubes are brazed together, at 2, they separate and are curved downwardly and then upwardly forming forks to receive the rear wheel. Beneath the saddle, they are again joined, and at 4 separate once more. The top of the upwardly curved portion is braced by an angle-piece. The sprocket wheel is located between the tines of the lower forked portion.

Porter's Bicycle Stand.

Fig. 7.—588,291.—Bicycle stand; H. K. Porter, Chelsea, Mass.; application filed December 30, 1895; serial No. 573,740.

In this support two forked standards A and B are pivoted together at their lower forked ends, while the upper ends of the standards are provided with holders t for the frame bars of the bicycle. A coil spring g (Fig. 7^a) presses the standards A and B toward each other, while a treadle l is employed to press them apart. Being pressed apart, the bicycle may be applied. If the treadle is now relieved, the spring g will cause the standards to move toward each other and hold the bicycle in position.

Banker Brothers' Stand.

Fig. 8.—588,376.—Bicycle stand; A. L. and G. A. Banker, Pittsburg, Pa.; application filed January 2, 1897; serial No. 617,817.

The illustration explains itself. This stand is composed of a light framework, at the top of which a bicycle may be supported. Below the bicycle, and attached to the stand, is a rack L² which may be used to hold various parts of the bicycle or tools. The stand may be employed as a display rack, or it may be conveniently used to support the machine when it is being cleaned and adjusted.

Another Buell Gear-Case.

Fig. 9.—588,394.—Gear-case; H. J. Buell, Fort Wayne, Ind.; application filed April 7, 1897; serial No. 631,084.

This case, like the one shown in the first illustration, is formed of aluminum in two parts of approximately equal size. These parts are plates spaced apart to receive the

sprocket wheels and chains. These plates are rigidly secured together by a closer 11. This closer is formed of aluminum, having lateral flanges to fit the free outer edges of the plates. "The case sections, thus united and surmounted by said interlocking peripheral closer, form a strong, firm, and dust-proof case."

Smith's Guide and Lamp Bracket.

Fig. 10.—588,495.—Bicycle guide and lantern bracket; F. G. Smith, Cincinnati, Ohio; application filed October 28, 1896; serial No. 610,281.

This device is designed to enable the cyclist to ride "hands off," but it is doubtful if it will accomplish its mission. To the steering stem is secured a plate E, having a rounded notch, and in this notch engages a roller g², supported on a spring G, attached to the head of the frame. Ordinarily the rider will have no difficulty in steering the wheel with his hands on the bars, as the notch and spring roller offer but little resistance. But when he takes his hands off, it is intended that the roller shall engage the notch and preserve a straight course. As it is well known that a most delicate steering mechanism is necessary to ride "hands off," it is thought that this construction will defeat the very object for which it was invented. A lantern bracket may be readily applied to this device, as illustrated.

Steele and White's Foot Brake.

Fig. 11.—588,538.—Bicycle brake; C. F. Steele and A. J. White, Sandy Lake, Pa.; application filed March 5, 1897; serial No. 626,030.

In this construction, the brake rod 11 is pivoted on a bolt 7 secured to the fork. This brake rod extends transversely of the machine just beneath the rear of the fork-crown, and consequently an added leverage is obtained over those constructions in which the rod, while extending transversely, is pivoted on a pin extending transversely likewise. In this case the pin is in line with the machine and the brake rod moves in a plane at right angles to the length of the bicycle.

Williams' Cycle Hooks.

Fig. 12.—588,542.—Support; G. H. Williams, Newton, Mass.; application filed April 29, 1897; serial No. 634,352.

In order to secure bicycles in cars and such places, a hook 3 is fastened to the ceiling and a loop 31 provided and pivoted to the hook. The wheels are engaged in the hooks, as shown (Fig. 12^a), and the loop is engaged with one of the wheels. This loop is intended to prevent lateral swing of the bicycle, which might otherwise be caused by the movements of the car.

PEOPLE AND THINGS

DISCUSSED LOZIER INTERESTS.

Men who have talked nothing but "On The Square" wheels for at least a year or more flocked into Toledo last week from every direction, east, west, north, and south, and with the head of the Lozier interests, Col. H. A. Lozier, Sr., discussed the best methods of reaching the cycling pulse, the outlook for 1898, and the possible introduction of next year's product on the market. It was an important gathering, composed of representatives, heads of factories, and Lozier travelers, and lasted from Thursday morning until Saturday. The conference was held at the St. Charles, where Colonel Lozier was registered, as well as his three sons, Harry, Edward R., and Joe T. Lozier, C. E. Lozier, a nephew, of Cleveland, and Rev. John Hogarth Lozier, an uncle, who is a resident of Mt. Vernon, Iowa.

There were registered also at the St. Charles H. J. Haas, superintendent; E. R. Thomas, general manager, and H. A. Goddard, assistant general manager of the Toronto, Canada, plant; Geo. A. Burwell, superintendent of the Toledo plant; J. R. Maloney, the Philadelphia representative, and Messrs. H. B. Weaver and W. H. Ennis, also of Philadelphia; J. W. Leavitt, of Leavitt & Bill, San Francisco representatives; Thomas Lalor, who travels from the Toronto plant; C. A. Annie, Cleveland; L. J. Silby, Galveston, Tex.; J. E. Poorman, Cincinnati; Col. J. C. Moore, Westfield, Mass.; Arthur Banker, Pittsburg; C. L. Travis, Minneapolis; W. W. Morrison, Painesville, Ohio; H. S. Covey, Cleveland; B. D. Hildebrand, St. Louis; G. W. Shroyer, Dayton; S. R. Bowman, New York; T. B. Davenport, Lexington, Ky.; Archie Wilson, Decatur, Ill.; John Leavitt, Pittsburg; Philip R. Rice, New Orleans; Fred Myers, Jr., Savannah, Ga.; J. B. White, Norfolk, Va.; O. S. Lear, Columbus, Ohio; F. L. Hughes, Rochester; Frank Ashton, Easton, Pa.; R. M. Brown, Chicago; E. L. Hext, Colorado Springs, Colo.; Ed. J. Burris, Pueblo, Colo.; W. B. Felkner, Jr., Denver, Colo.; I. M. Marsh, Zanesville, Ohio, and several others.

Of course the mammoth Cleveland plant out on Central avenue was gone over thoroughly and inspected "from cellar to garret." The machinery alone in this plant is enough to delight the eye of the most critical, let

alone the beautiful lines of the Cleveland wheel, which there has its birth. Colonel Lozier's countenance was one continued smile almost from the time he entered the city until he went away. When seen by a Bearings representative he expressed himself at length on the year's business, and although it is yet too early to talk of plans for 1898, Colonel Lozier said his company would continue to put out wheels at \$100, and worth \$100, just the same as this season. However, he admitted that there was an increasing demand for the medium grade patterns and these would be made in great quantities to meet this demand. Colonel Lozier did not fail to state that the Cleveland would be the best wheel made and that the output would compare favorably with the larger wheel concerns. He carefully avoided saying anything about the chainless model and it is inferred from this that he was not much of an enthusiast on the subject, at least not for this season. Inasmuch as Colonel Lozier was one of the most bitter opponents of cycle shows, when that matter came up for its final death, he was not in a position to give out any information as to Cleveland construction for 1898, since other and smaller manufacturers might profit by this information. The conference between employer and employed was productive of much good to all and it may be predicted that the Loziers will enter upon the '98 season with their plans well in hand and well mapped out.

DIFFERS WITH THE PROFESSOR.

Editor Bearings: We have read with interest an article in your valuable journal of August 19, taking up the matter of tension of spokes in bicycle wheels, by D. W. Hering. The subject, as a whole, is well treated, but as manufacturers of high-grade bicycles we beg to take exception to some remarks.

Your correspondent makes the statement that no improvements have been made in the manner of constructing suspension wheels. Four years ago we recognized the necessity of improvement in this direction and at once set to work devising appliances to overcome the objections of unequal tension. In this we have been entirely successful, for any rider of an Orient

THE MOST IMPORTANT
factor in the construction
of a high-grade wheel is

GOOD TUBING

By good tubing we mean material
that will give the "*best practical re-
sults.*" It is results we are all after.
Our competitors say:

"IT'S JUST AS GOOD AS SHELBY"

WILL A TEST OF THEIR PRODUCT
(NOT A SAMPLE) PROVE IT?

We use in the manufacture of our tubing .10 to .50 carbon

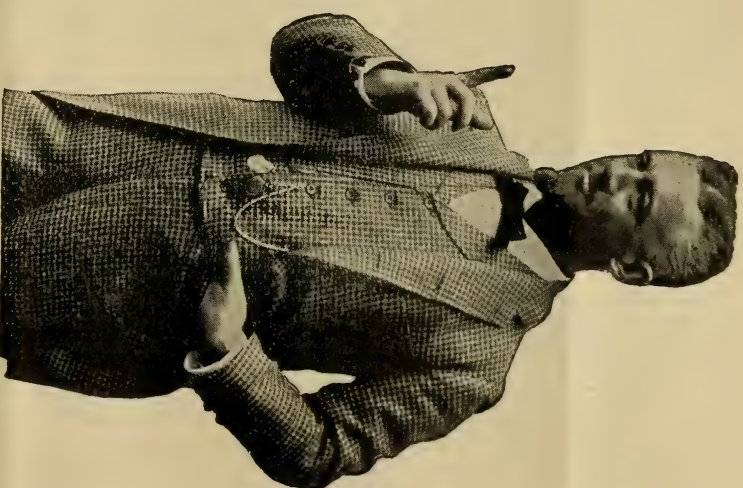
SANDVIKEN CHARCOAL STEEL

The Shelby Steel Tube Company,

Main Office and Works, SHELBY, OHIO, U. S. A

Eastern Office, 144 Chambers St., NEW YORK.

Western Office, 135 Lake St., CHICAGO.



AN NOT BE DUPLICATED.
CAN NOT BE EQUALED.
IT IS THE STANDARD.

bicycle will bear witness to the fact that broken spokes and untrue wheels with them are unknown.

The professor is also in error as to the advantage derived by the use of tangent spokes, claiming only the mode of attachment superior. As a matter of fact, this same mode of attachment may be applied to direct or radial spokes as well as tangent. The real advantage derived is the greater resistance offered by the spokes against the tortional pull of the chain on the rear hub. This element does not seem to be taken into consideration at all by Professor Hering in calculating the stress on the spokes. Without going into details we venture to say that this element has more to do with broken spokes than the matter of the rider's weight.

In regard to the suspension of the hub by successive groups of four spokes, it is our opinion that this suspension is supported at all times by one half of the number of spokes contained in the wheel. To be sure, this strain is constantly shifting according to the progress of the wheel, and varies according to the relative positions of the spokes. But, taking the wheel as shown in diagram of Model E rear wheel at rest, with Nos. 36 and 1 perpendicular, the strain would be resisted in pairs or groups from 36 to 28 and 1 to 9, inclusive. In support of this theory let us suppose all of those spokes from 24 to 36—1 to 8, inclusive, are removed; then assuming the rim of sufficient strength to withstand the strain, the spokes 28 and 9 would receive the entire stress; by adding the missing ones the stress on each would be diminished according to location.

The safety point in the construction of a suspension wheel is the point at which it will stand legitimate use on rough roads without breakage or warp. It is useless to try to guard against accident, for that may vary from the malicious boy's hoop stick to a fire engine or trolley car.

Yours truly,

WALTHAM MFG. CO.,
Charles H. Metz, President.

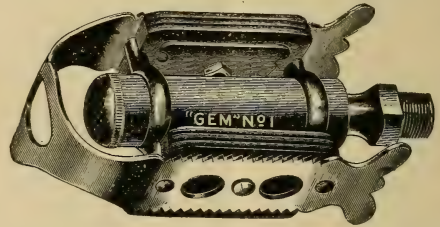
ELECTRIC SEARCH LIGHT.

The Comman Co., 1134-1140 Hamilton street, Cleveland, Ohio, is putting a new electric bicycle lamp upon the market for which numerous claims of superiority in this class of goods are claimed. Only one small cell, with two connections is employed. The battery is made of exceedingly strong metal; no fragile cells or cups to break, and can never wear out with proper care. The light obtained, it is claimed, both in quantity and quality, far exceeds that of any other lamp. The reflector is portable, in a ball-

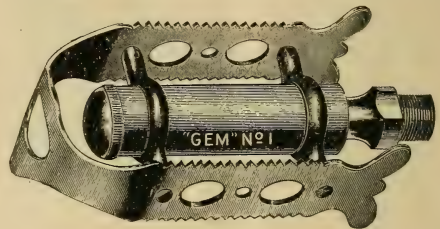
bearing socket, so that the rider can change the direction of the rays at will. An absolute guarantee is placed upon the life of the battery, all the conditions being that a few simple directions are followed. Actual tests have shown the lamp to run fifteen hours on one charge, with a maintenance of candle power. The battery is easily recharged by connecting it with any direct current of electricity. A recharging device goes with each lamp.

WARWICK & STOCKTON GOODS.

Once again the advance sheet of the Warwick & Stockton Co., of Newark, N. J., comes to hand, and tells of the virtues of



the company's well-known Gem pedals and the Leader hub. The '98 pedal is perfect in finish, attractive, and strong, and is sold

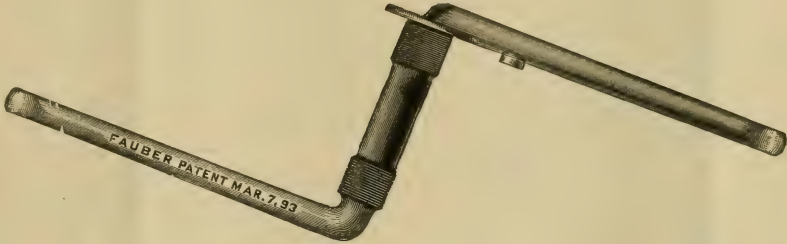


at a popular price. The combination pedal is a gem in make-up as well as in name, and it must be an unusually fastidious rider



who would not be proud to have his wheel fitted with a pair. The Sartus ball retainer is fitted to all pedals and prevents the balls from falling out when the axle is removed, an advantage that can be appreciated by everybody who has had occasion to thoroughly cleanse a pair of pedals. The firm's hub is designed to meet the requirements of makers of medium-grade wheels for '98, and is fitted with either 7, 8, or 9-tooth sprockets

Fauber



One-Piece Crank-Axle

The Fauber Patents are pioneer and cover One-Piece Crank-Axles of every practical construction.

The Fauber Axle will be very popular in '98. It has been adopted by a number of large manufacturers, not only on account of its simplicity, but also on account of its durability.

For full information, write to

W. H. FAUBER

70-74 W. Jackson St., - - CHICAGO.

Mention Bearings

and also step. The hub, the same as the pedal, is fitted with the Sartus ball retainer. The firm solicits correspondence.

BANKER AND WHEELER SADDLES.

The Wheeler Saddle Co., of Detroit, Mich., announces that it has appointed A. C. Banker, 1209 Monadnock building,



A. C. BANKER.

Chicago, as its direct salaried representative for the city of Chicago. Mr. Banker is very well known in trade circles and will devote all of his time to pushing Wheeler Reform saddles.

RAMBLER PRICES FOR '98.

The Gormully & Jeffery Mfg. Co. has announced its prices for '98. Single wheels will list at \$65 and tandems at \$110. A special wheel will be built to list at \$75. The company also announces that it will sell '97 Ramblers at '98 prices.

THE LINNELL ROLLER CHAIN.

The exclusive right to manufacture and sell the Linnell patent roller chain has been acquired by the Thames Chain & Stamping Co., of Norwich, Conn., and the firm announces itself as being ready for the '98



trade. It claims that the roller chain is constructed on the most correct mechanical principles, yet still retains the good qualities of the block chain. In fact, as will be seen by the cut, it is simply the block with a roll

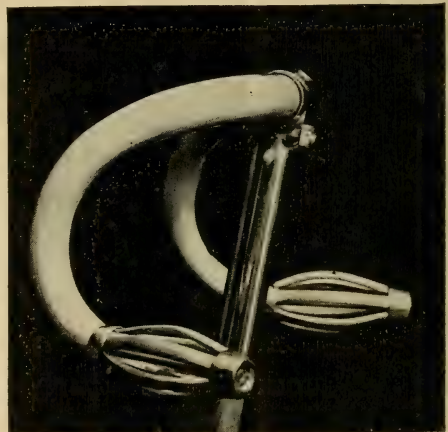
in each end. The rollers inserted in this way are always free to roll and can not be crowded. The rivets are made fast in the side-plates and headed over in the usual way. This chain will fit all sprockets of one-inch pitch, with or without flanges. The firm is prepared to take large orders for the chains to fit sprockets of any pitch.

THE CILLEY CHAIN.

Bicycle chains of all styles and measures are made by the Cilley Chain Co., of Norwich, Conn. Ten styles are made by the company and every chain is guaranteed to be of the standard one-inch pitch. They are made of the best open hearth steel with center block hardened and can be furnished any length with blocks either 3-16, $\frac{1}{4}$, or 5 16 inch wide.

A GOOD VENTILATED GRIP.

Louis A. Centlivre, president of the Centlivre Mfg. Co., of Fort Wayne, Ind., was a visitor at Bearings office this week. Mr. Centlivre had with him a sample of the Centlivre ventilated grips which he is placing on the market. This grip, as may be seen by the accompanying illustration, is



made of split hickory, which is first placed on a mold and then steamed until the proper shape is reached. This gives a grip which is always cool and which, on account of the springiness of the wood, also absorbs considerable vibration. The grip is integral with the bar and the inventor states that it saves nine inches of tubing on every steel bar. The Centlivre company makes steel bars with these grips and also furnishes the grips separately.

A number of experts have tested the new device and they all pronounce it one of the best they have ever tried. Mr. Centlivre

has already received several large orders from prominent makers who contemplate using this invention on their '98 wheels.

AROUND THE STATES ON LEAGUES.

Joseph Sierer, Jacksonville, Ill., was in Chicago over Sunday, having arrived from New York on Friday. Leaving New York June 24, Mr. Sierer set out on his long trip around the United States, following the boundary lines, duplicating Tom Winder's ride, made in '95, with the exception that Mr. Sierer takes the northern route first. He reached Chicago by way of Providence, Boston, Portland, Me.; Bangor, Me.; Concord, N. H.; Troy, N. Y.; Rochester, Buffalo, Detroit, and Chicago, reaching Chicago by this route with a total mileage of 2,147. Mr. Sierer left early this week for Milwaukee, St. Paul, and Grand Forks, N. D., and will follow the northern boundary line to Seattle, Wash.; thence to San Francisco by way of Portland, Ore. He expects to reach San Francisco by January 1, and will endeavor to be in New York in

June, '98, thus completing the circumference of the United States.

Mr. Sierer's mount is a Fowler, fitted with League tires, and over the route already covered he has had no trouble whatever from his tires, they having stood the rough mountain roads with marked success, which

THE P. & G. PUMP.

Peters & Drake, 107 Chambers street, New York City, are in the field with the famous P. & G. bicycle pumps, which already have a good reputation. The '98 styles of pumps are neater and more convenient to use than any of their past productions and are expected to meet with great favor throughout the country. Eleven styles of pumps are made, from the little hand pump to the big water pressure pump, which is powerful enough to fill one tire a minute. Nipples, air gauges, and toe clips complete their line, while they are also the selling agents for the famous Yankee adjustable handle-bar. The firm also makes a special lever pump and a triple cylinder power pump.

TRADE HAPPENINGS

A Weekly Bulletin of New Companies Entering the Cycle Business, Removals, Failures, and Trade Changes of Interest to Manufacturers

Ashland, Wis.—S. E. Mullen, bicycle dealer, is reported to have given a bill of sale for \$200.

Austin, Ill.—Shoing's bicycle store is to be closed, it being the intention of the proprietor to go out of business.

Binghamton, N. Y.—It is announced that the firm of T. M. Symonds & Co., 98 Chenango street, have dissolved partnership. Mr. Darling retired.

Bridgeport, Conn.—Enoch P. Hinks has been appointed receiver of the Premier Cycle Mfg. Co., in place of John C. Cassidy.

Brooklyn, N. Y.—Elkus & Hurwitz, manufacturers of bicycle suits, are reported to have recorded a chattel mortgage for \$700.

Buffalo, N. Y.—W. C. Boak, manufacturer and wholesale dealer in bicycle supplies, at 61 Terrace, announces an early change in his business, and is closing out his entire stock at reduced prices.

Chicago, Ill.—The Zeller Tire Machine Co. has been incorporated to manufacture tire-setting machines, with a capital stock of \$20,000. The incorporators are: R. C. Robinson, E. M. Ashcraft, and F. M. Coy.

Chicago, Ill.—The Lincoln Home Bicycle Co. has been incorporated to manufacture and sell bicycles; capital stock, \$2,500; incorporators, H. W. Rokker, C. E. Saunders, and C. W. Dines.

Chicago, Ill.—T. H. Bedell & Co., handling bicycle supplies, are reported to have given a bill of sale for \$950.

Chicago, Ill.—The A. R. March Mfg. Co., makers of bicycles at 31 South Canal street, failed.

Coldwater, Mich.—The Cantilever Saddle Co. has been formed with a capital stock of \$6,000 to manu-

facture bicycle saddles. The stockholders are: B. S. Tibbits, George Hanley, and Robert VanSchoick.

Cincinnati, Ohio.—The Advance Carriage Co., at Court and Sycamore streets, will in the near future manufacture bicycles on a large scale.

Freeport, Ill.—Michael Redlinger, bicycle dealer, is reported to have recorded a chattel mortgage for \$170.

Grand Rapids, Mich.—The suits involving the Hamilton-Kenwood Cycle Co. were discontinued, and a petition will be filed by J. Frederick Baars.

Hastings, Neb.—W. H. and E. A. Baugh have purchased the J. Breckinridge bicycle store.

Ilion, N. Y.—F. A. Stubbels, selling bicycles, etc., is reported to have given a real estate deed for \$1.

Ithaca, N. Y.—George E. Tailby, bicycle agent, is reported to have made an assignment.

Joliet, Ill.—The Young Cycle Co. is reported to have released a chattel mortgage for \$1,500.

Kingston, Ont.—The agents of this city are angry because Auctioneer J. H. Mills intends to slaughter several car loads of bicycles here. They claim he should take out a trader's license, but he considers he has authority to sell any kind of goods so long as he has an auctioneer's license paid.

Lenoxdale, Mass.—L. DeWaine has opened a new bicycle store on Railroad street.

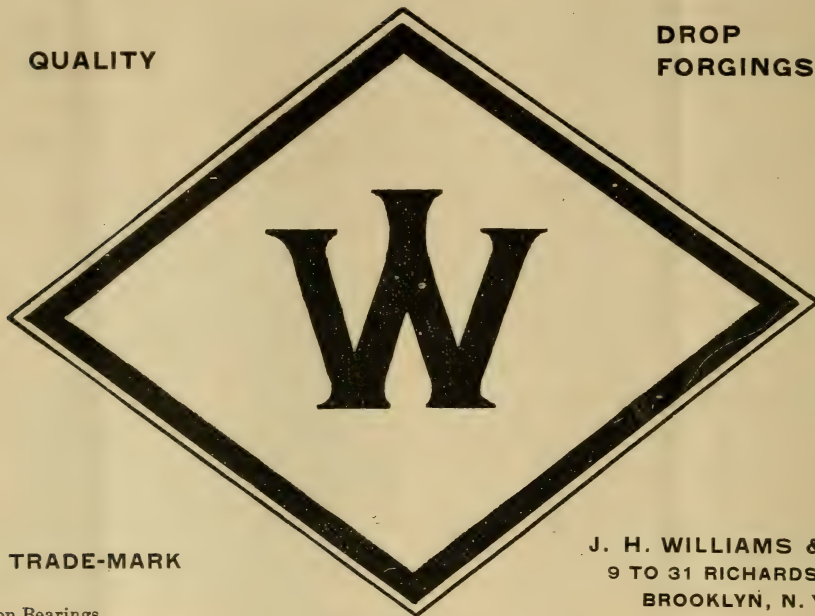
Manchester, Mass.—J. Turner, of South Essex, will open a new bicycle store here.

Medway, Mass.—The N. E. Cycle Co. is reported to have dissolved.

Milwaukee, Wis.—The Juneau Cycle Mfg. Co. is reported to have assigned.

THIS MEANS THE BEST

QUALITY

DROP
FORGINGS

TRADE-MARK

J. H. WILLIAMS & CO.
9 TO 31 RICHARDS ST.
BROOKLYN, N. Y.

Mention Bearings

North Haven, Conn.—L. Barrett has opened a new bicycle repair store on State street.

Needham, Mass.—The Union Cycle Co. is made defendant in a suit brought by the Waltham Mfg. Co. for alleged infringement on a new and useful improvement in bicycles.

New York, N. Y.—Frederick P. Forster, temporary receiver for Hulbert Bros. & Co., dealers in bicycles, firearms, and sporting goods, 26 West Twenty-third street, has been appointed permanent receiver. The company went into the hands of a receiver in September, 1896, with liabilities of \$194,000. Nominal assets, \$341,622; actual assets \$125,000.

New York, N. Y.—The Star Bicycle Saddle Co., on Third avenue and Eighty-fourth street, is in the hands of a keeper for \$386, in favor of Shadsky & Shaw, for dies for saddles.

New York, N. Y.—The Weaver Cycle Material Co., 956 Eighth avenue, is in the hands of Deputy Sheriff Williams, for \$134 in favor of Moore & Munger, for merchandise. It was obtained on the ground that it is a New Jersey corporation.

Oklahoma City, Okla.—A Chicago bicycle manufacturer has been granted a concession by the Mexican government to move his plant to Monterey, Mex.

Pittsburg, Pa.—Notices were posted at the National tube works, McKeesport, Pa., announcing an advance of ten per cent in all the wages.

Portland, Me.—The Forest City Cycle Emporium has been attached.

Providence, R. I.—C. A. Phillips & Son, manufacturers of bicycles, are reported to have recorded a chattel mortgage for \$200.

Salt Lake City, Utah—The Salt Lake Cycle Co., is reported to have recorded a chattel mortgage for \$6,731.

Scranton, Pa.—Chase & Farrar, bicycle dealers, have made an assignment to J. W. Browning for the benefit of creditors.

Shelbyville, Ind.—The Century Bicycle Co., having paid all its delinquent taxes, the levy on the property has been released and there will be no sale of its goods on the 19th inst., as was intended.

Springfield, Mass.—The Harris Mfg. Co., of New York, manufacturers of engines, Stanley bicycles, and also a horseless carriage, contemplates the removal of its business to this city. Representatives of the company have been in town negotiating for the lease of the Ames plant. The present quarters of the company are too small. If suitable terms can be arranged the company will move to this city and employ at least 100 men.

Springfield, Mass.—C. Y. Jury, handling watches, clocks, etc., has opened a new store at 771 South Main street, and will run a bicycle repairing department in the rear of the store.

St. John, N. B.—Ira Cornwall, of Ira Cornwall & Co., Ltd., sporting goods dealers, is reported deceased.

St. Louis, Mo.—The Hitchings Cycle Co. has made an assignment. The business was started in July, 1895, on a small scale.

Sturgeon Bay, Wis.—H. Molle will open a new bicycle repair store.

Toledo, Ohio.—A. A. Barber has purchased the entire stock and supplies of the Toledo Cycle Supply Co.

Toledo, Ohio.—The Toledo Brazen Fork & Tube Co. is reported to have appointed a receiver.

Toledo, Ohio.—Maurice White has disposed of his bicycle business on Jefferson street to Charles Hall, of Ottawa Lake.

Troy, Ohio.—A. H. Thomas, dealer in bicycles, etc., is reported to have recorded a chattel mortgage for \$153.

Union City, Ind.—Judge Haynes discharged Charles B. Feibleman, of Indianapolis, from the receivership of the Haynes Wheel Co., of this city, and S. A. D. Whipple was appointed.

TRADE BRIEFS

E. A. McDuffie has signed with the Waltham Mfg. Co. and will hereafter ride the Orient.

When Lesna broke the hour record he rode an Orient fitted with Chase tires. His pacemakers were similarly equipped.

W. A. Christians, of Johnson Creek, Wis., has secured the exclusive selling right of the Brown patent roller sprockets for the states of Wisconsin, Iowa, Minnesota, the Dakotas, and the peninsula of Michigan.

The framed panorama of Chicago, issued by the Monarch Cycle Mfg. Co., is attracting considerable attention. The Monarch company announces that it will send one of the pictures to any cycle organization or club sending in a request.

The Reading Standard Mfg. Co. has announced the result of its catch sentence contest, for which it offered two wheels as prizes. The first prize has been awarded to Arthur D. Ferris, of South Norwalk, Conn., and the second to R. H. Pleasants, 508 East Franklin street, Richmond, Va.

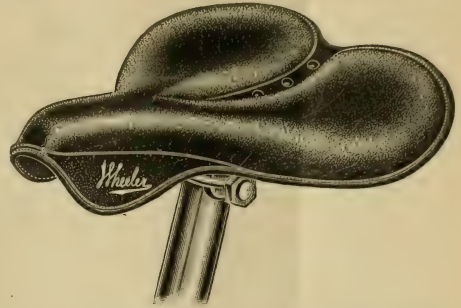
Manager W. D. Gash, of the Chicago branch of the Waltham Mfg. Co., has called a run of all Orient riders who belong to clubs in the A. C. C. to go to Camp Harrison Friday evening. The start will be made from the Orient store, corner of Wabash avenue and Van Buren street. Souvenirs will be given to all participants.

The Worcester Ferrule & Mfg. Co. has issued its first annual illustrated catalogue for 1897-1898. The booklet is finely gotten up, and the bicycle fittings made by the company are attractively displayed. The company calls special attention to its very large variety of ball cases, head shells, cones, forks, crowns, rear fork-ends, head lugs, seat post lugs, and handle bar tees. It is prepared to furnish complete fittings for almost any size and line of frames.

The Warwick is winning laurels on the track in Canada as well as in this country. At Granby, August 19, Warwicks won: Second in the one third-mile, first in the one-third-mile provincial championship, first in the mile open, second in the five mile provincial championship, and first in the mile eastern townships' championship cup race. At the Caledonian games, held August 21, on the M. A. A. A., H. A. Cousirrat, on a Warwick, won the mile and five-mile opens.

Something new in records has just been established in Denver by Schreyer G. Meixwell, who, on a Wolff American, rode unpaced 323 miles in twenty four hours. Meixwell was in the saddle twenty hours,

The Wheeler Extra



This saddle is supported by a veneered wooden caule running from nose to rear and upholstered with interlaced hair.

We claim for it
**COMFORT,
NEATNESS, and
DURABILITY.**

There is absolutely no chance to sag or get out of shape. The most stylish and popular saddle for either lady or gentleman.

MANUFACTURED BY

WHEELER SADDLE CO.

189 Larned St., West - - - Detroit, Mich.

Chicago Representative,

A. C. BANKER, 1209 Monadnock Building.



WE ORIGINATED

Aluminum Chain Guards

FOR LADIES' WHEELS.

We have broad and numerous patents. We have started damage suits against infringing makers and dealers. You can avoid liability by refusing chain guards of other makes and using only those bearing our name. Send for catalogue.

THE TURNER BRASS WORKS, - 126 Kinzie Street, Chicago.

Mention Bearings



SOLID VESTIBULE TRAIN.

Daily at 9:00 p. m. from Chicago. New and elegant equipment, built expressly for this service. Train lighted throughout by gas. Tickets and further information of your local ticket agent, or by addressing A. H. HANSON, G. P. A. Ill. Cent. R. R. Chicago, Ill.

resting the other four, and finished fresh. This ride of Meixwell's is only incidental to carrying out a wager which he is fulfilling to ride 40,000 within the year. He started this task on July 4 and up to the present time has completed almost 4,500 miles on his Wolf-American, which is well within his schedule.

The co partnership formerly existing between Benjamin S. Codman, Asahel M. Shurtleff, and Franklin O. Whitney, of Boston has been dissolved by the death of Dr. Codman and the retirement of Mr. Whitney. Mr. Whitney and the heirs of Dr. Codman, having now no interest or responsibility connected with the late or present management, all liabilities of the late firm are assumed by Asahel M. Shurtleff, who will continue the business under the style of Codman & Shurtleff.

RECEIVER'S SALE.

Notice is hereby given that the undersigned, receiver of the Terre Haute Manufacturing Company, will, pursuant to an order of the Superior Court of Vigo County, sell at private sale, for not less than the appraised value thereof, to the highest and best bidder, on Monday, October 9, 1897, at the office of said company, number 111 Wabash avenue, Terre Haute, Indiana, between the hours of 8 o'clock a. m. and 4 o'clock p. m. of said day, the following real estate, to wit:

Inlot number one hundred and ninety-eight (198) and one hundred and three feet and two inches (103 feet and 2 inches) off the west side of inlot number one hundred and ninety-seven (197) of the original inlots of the town (now city) of Terre Haute, Vigo County, Indiana, with the buildings and appurtenances thereon, subject to a mortgage for twelve thousand, eight hundred and twenty-seven and 97-100 (\$12,827.97) dollars and interest, but otherwise free from incumbrance.

Said receiver will also sell in like manner at the same time and place personal property of said company, consisting of shafting, pulleys, coupling, hangers, belting, and power machinery for manufacturing bicycles.

Also large bicycle stock and benches, stands, small tools, and office furniture.

Also sewing machines, complete and in process of manufacture, with stock, patterns, tools, forks, and letters patent.

All personal property will be sold free from any incumbrance whatever.

Terms of sale: One half cash, one quarter payable in three months, and the remaining one-quarter in six months. Deferred pay-

ments on real estate to be secured by mortgage on property sold; purchasers of the personal property will be required to give notes with sureties acceptable to and approved by said court.

The building above referred to was constructed and is suitable for a manufactory.

The personal property consists of machinery and stock for a bicycle plant, and also of machinery and stock for a sewing machine plant.

Witness my hand this 16th day of August, 1897. WORTH B. STEELE, Receiver.



This suspensory is cool, elastic, and efficient. All racing men and thousands of road riders use them. Why don't you? Price by mail, 35c. Send waist measure
CYCLISTS' SUSPENSORY CO.,
1209 Monadnock Bldg., Chicago.



WANTED, FOR SALE, TO EXCHANGE.

Advertisements under this head, 5 cents per word. Checks, money orders, postoffice orders, or 1 and 2 cent stamps received. Cash with order.

WANTED—AN IDEA. Who can think of some simple thing to patent? Protect your ideas, they may bring you wealth; write John Wedderburn & Co., Patent Attorneys, Washington, D. C., for their \$1,800 prize offer and new list of 1,000 inventions wanted.*

TIRES—\$5.00 pair. Best. Full warranty. MINERALIZED RUBBER CO., 18 Cliff St., New York.

\$7,800 GIVEN AWAY

To persons making the greatest number of words out of the phrase "Patent Attorney Wedderburn." For full particulars write the National Recorder, Washington, D. C., for sample copy containing same.*

WANTED—Experienced salesman, acquainted with the bicycle jobbing trade, to sell bicycle sundries. State experience, age, references, and salary expected. M. S. U., care Bearings.

WANTED—Position as superintendent of bicycle factory. A man who has a successful record and understands all branches. At present holds a position as superintendent, desires to change for the season '97-8 and locate with parties building from 5,000 to 20,000 wheels. References. Address P. O. Box 98, Buffalo, N. Y.

WANT TO SELL on account of sickness, good bicycle manufacturing and repair business in city of 40,000. Address L. R. A., care Bearings.

WANTED—Stock of bicycles for which \$10,000 cash and \$10,000 real estate will be paid. Address A. C. K., care Bearings. 2

THE PERSON riding Olive tandem No. 90001 will confer a favor by sending his address to L. A. W. No. 98044, Washington, D. C.

THE PERSON riding Envoy No. 18781 will confer a favor by sending his address to L. A. W. No. 98051, 513 9 St., N. W., Washington, D. C.



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G. W. WEYMOUTH, President and General Manager.

Experienced Manufacturers of High-Grade Steel Balls.

A new firm, but composed of men who have been identified with ball making since the inception of the industry in America.

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DELIVERIES GUARANTEED.

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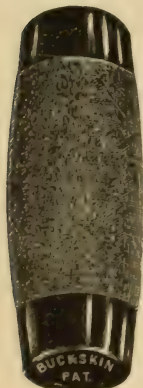
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*Fiber Buckskin Mfg Co
Malden Mass*

Gentlemen

*I have been using your grips
and find that they give good satisfaction
they absorb all moisture from the hands.*

*Your Truly
Arthur Gardiner.*



☐ Send 50 cents for sample pair.
Give size handle-bar.

**Fiber-Buckskin
Mfg. Co.,**

**Malden,
Mass.**

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C.W. KRICK



HARRY ELKES
THE HERO OF THE
SIX-DAY RACE



JOHN S. JOHNSON
ON SKATES

Taken at
**EASTERN
MEETS**



MAJOR
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E.M. BLAKE



GARDINER, BALD
AND THEIR TRAINERS



E.C. HOUSMAN
THE NEW YORK AMATEUR



HANDICAPPERS OF
SEVEN STATES

BEARINGS

VOL. XVI

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No. 5

FROM LONDON TO PEKIN AWHEEL

By William J. Reid

CHAPTER XI

Merve is one of the largest cities of Turkestan, lying some 350 miles from Khiva, and with this latter city shares the distinction of being one of the great bulwarks of Russia's constant invasion to the southward. Before the Russian dominance became as marked as it is at the present time, Merve was the center of one of the most lawless and savage regions on the face of the earth; in fact even now the real native classes cling with bulldog tenacity to their wild, untamed, semi-barbarous ideas, and no manner of conquest is able to quench their free spirit of absolute liberty and independence of all government except that of individual personality. Perhaps no better example of the reputation of the Merve provinces can be given than that which has served as an illustration of their character by the people of the Persian border, which is to the effect that "if you meet a viper and a Mervi together kill the latter first and dispatch the former afterward."

During my stay in the town the Russian military command did me the honor to send an invitation to dine with him. I found that he had also invited a number of other dignitaries of the place to his festal

board, and after the impromptu banquet in my honor I was obliged to contribute my share toward the illustriousness of the occasion, and lend to it additional eclat, by riding round the narrow courtyard for the delectation and mystification of the assembled guests, and the rabble of the town who were enabled to gain points of vantage from which to view proceedings.

I had not looked for any traces of western civilization here, right in the heart of central Asia, and thus far my expectations had been realized, but at the end of my three days' halt at Merve I could not have been more astounded if I had been told that I had reached Pekin myself than I was to run against a railway, which, I learned, traversed the whole distance of 250 miles to Bokhara. Unfortunately, in spite of its inspiring presence, it did not serve to materially increase the comforts of riding awheel, for, as I advanced, the roads proceeded from bad to worse, although I had thought that on previous occasions that I had reached the extreme limit of their abilities in this retrograde movement. But even this inconvenience could well be for-

gotten in the inestimable benefits its presence procured in guaranteeing the whole distance from increased dangers, for, notwithstanding the reassuring evidences I had received of the peaceful attitude of the native population, it was not without misgivings that I left behind me the gates of Merve.

It had been my intention on leaving the latter place to follow the line of the railway bed all the way to Bokhara, if practicable, but half a day's journeying in this fashion convinced me fully that whatever was gained by its serving a most convenient guide and protection by no means made amends for the bone-racking process of essaying to ride over its uneven surface, which evidently had been laid out with no idea of permanency or provision for traffic, excepting at infrequent intervals.

I soon tired of this exercise of bumping and jolting as I was in danger of finding every bone in my body in a state of physical collapse, so turning to the northwestward I chose to do my journeying on the regular caravan road to Bokhara by way of Chardjuy and Karakul. It would be an impossibility to give an idea of the tedious dullness and fatiguing commonplaceness of the scenery of Turkestan, taken in the abstract. There is nothing striking nor picturesque in its whole extent, and if any charitably disposed traveler is able to discover refutation of this statement he will have established a precedent which none other has been able to do, unless one can find delights sufficiently satisfying in a never ending succession of dead level and sandy wastes, with shapeless and scraggy looking peaks, too insignificant to be worthy even of the appellation of hills, bubbling up all over it like unnatural and malformed excrescences.

Yet with the fact of all these draw-

backs, and the very evident truth that the surrounding country does not offer inducements of any kind, the region is quite thickly populated, and a well fed, well clad, and quite intelligent looking race of people at that, an explanation of which miracle may well be left to wiser heads. If I had entertained fears that my wheel would arouse considerable hostility and impediment to progress I was bound to be agreeably disappointed, for those whom I met showed every sign of civility and respect, if not downright veneration.

I was not to pass the whole distance, however, with this good fortune, for at noontime on the second day from Merve I stopped in the shadow of a small grove for my mid-day meal, and was all intent on this pleasurable diversion when its delights were ruthlessly shattered by a large stone falling hardly a foot away from me, and which, had it struck me, would surely have ended my terrestrial career. Jumping to my feet I saw a dirty, crazy specimen of humanity only a dozen yards away, who had drawn near unnoticed; whose meager dress, patriarchal appearance, and dirty unkempt locks, and whose venom and spleen as he poured out his invectives against my Christian head, gave plain evidence that he was one of those wondering Moslem dervishes, than whom no more disgusting features can be found in Asiatic traveling, for being unarmed and in reality harmless it is impossible to find satisfaction in the solacing thought of being able to give them a sound thrashing, for he would indeed be a most foolhardy mortal who would risk the chances of the dire results which would inevitably follow such an act by arousing the ire of the native population by injuring in any shape or manner one of these fanatics.

In no other way than that dirt and religious purity are closely allied can



"I soon tired of this exercise."

I explain the insane infatuation with which the Mohammedan population believe and follow the teachings of these dirty dervishes, for, if the precept that cleanliness is closely allied to godliness prevails in more favored countries, wherever the Moslems hold sway the first primary feature of the precept has been allowed to proceed to the farthest limit of the other extreme. I sacrificed, therefore, what feelings I had of revenge to thoughts of the future, and jumping a wheel I had soon left the furious old man to waste his mouthings on the desert air.

Finding events, as usual, contrary to expectation and oft repeated predictions, the four days' riding to Bokhara could not have been less attended with incident if they had been

manufactured for my especial benefit. Throughout the whole province I found the inhabitants perfectly willing to attend to their own business, and I employed my time most conscientiously in doing likewise.

The journeying on the last day from Karakul to Bokhara was a long jaunt of forty miles over an exceedingly rough plain, and to add to the discomforts, a heavy rain was falling, accompanied by a strong wind, so it was not until near midnight that I reached the great metropolis of Turkestan, with its gloomy looking walls and low-lying buildings supporting nearly two million inhabitants.

I have heard it said that many travelers go into ecstasies over this place, and never feel that they have

commended it enough, but if this is the case I can only advance the meed of explanation for not doing likewise by saying that it must have been presented to my view under far less auspicious conditions, for had it not been that very opportunely I fell in with some English merchants who resided in the place I should have been glad enough to have wheeled out after one night's stay. The last day of my stay in the city the Russian general, who was commander in chief over the whole district, celebrated a festival in honor of the recovery of his two children from small pox. In company with my English friends I attended the ceremony in the church and later the banquet, which, to tell the truth, would not have shamed far more civilized places.

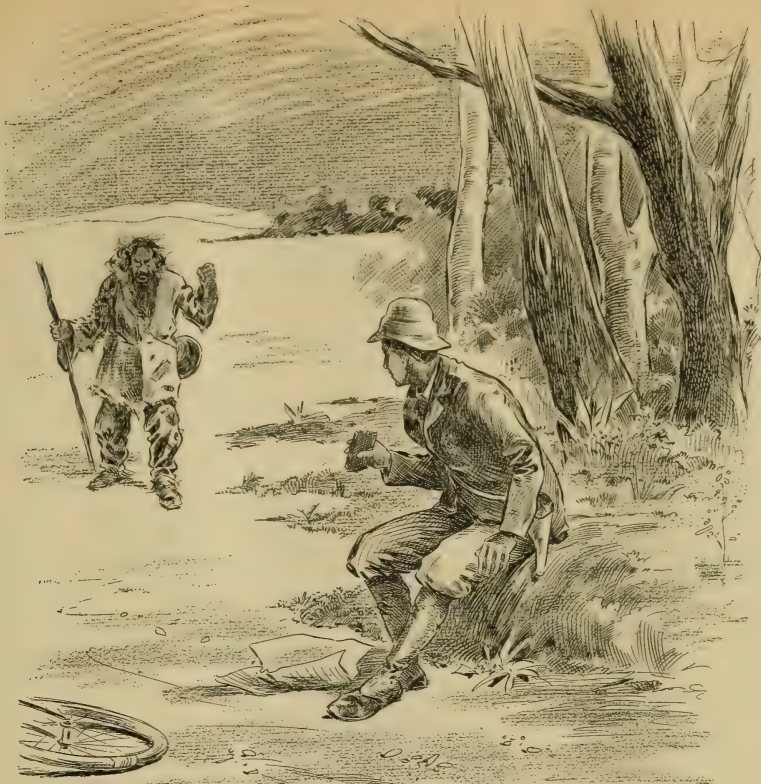
These few pleasurable episodes served to somewhat relieve the general monotony of the everyday commonplaceness of what is really an uninteresting and dull city and I was not the least sorry when at the end of the third day I was enabled to say my au revoirs and to proceed.

Leaving Bokhara I was in expectation that the physical features of the country might change somewhat for the better, but it was not to be, the untracked and uncertain country to the south of the Zer Afshan river for the whole distance of nearly three hundred miles to Hissar being a perfect nightmare of barrenness. And the change is altogether for the worse, for progressing toward the eastern end of Turkestan the strongly characteristic Russian features which may have existed heretofore are less frequently observed, and once the change has been noted the increased evidences of theft, fraud, and dissimulation can not but help make one wish that the iron hand and stern military rule of Russia extended even farther than it does. For nearly the whole day I proceeded southward through barren and undulating ground, unable to see

over the country for any great distance and what scenery was in evidence being of a monotonous gravity of form and color far from inspiring. The road, however, covered with firm reddish sand gave quite a good riding surface, and without any heroic efforts in the matter of bursts of speed, enabled me to reach Burljahu at nightfall.

The town stood in a pleasing valley and in spite of the bareness of its surroundings, the land in the immediate vicinity was in a fine state of cultivation. This pleasing fact did not add, however, to the inducements of the place, for the natives were a filthy lot with the added demerits of being extremely hostile. I had scarcely entered the place when a large stone, thrown with considerable violence, struck the ground hardly a foot from me, while almost at the same moment the report of a gun rang out, and a bullet whizzed past my head by the narrowest possible margin. Immediately dismounting to make an effective stand in case there was to be trouble, I was just in time to see two figures skulking out of sight behind a row of low huts.

Determined that it would be worse than useless to engage in pursuit, I did not wait for further attack, but proceeded with as much dispatch as possible through the topsy-turvy streets to the residence of the Russian commandant, to whom I had credentials from his superiors at Bokhara. I found him a very worthy person, and on learning that I had been molested, he at once ordered his own soldiers to ferret out the offenders and to bring them to justice. In this they were successful, for in less than half an hour they returned with the two culprits, who, under the effects of a severe bastinado, had confessed to the attack. The two unfortunates, now in the hands of the law, were more objects for pity than resentment, but the commandant in-



"A dirty, crazy specimen of humanity."

sisted on making an example of them, and without further ado ordered that they be publicly flogged and then put into a dungeon until it should suit his august person to release them.

The fact of the punishment of the two men on my account had soon spread over the whole town and it would have fared hard with me had I been obliged to make my exit unattended. The commandant, however, provided me with a sufficiently powerful escort for some five miles along the road, and until I had passed all danger of molestation from the townspeople, and although my leave-taking was not wholly of a pleasant nature, with the fact apparent, however, that I was comparatively isolated from danger I could well afford to view scowling faces and threatening gestures with equanimity and undisturbed complaisance.

As soon as I had left Burljahu I quitted the main road from Bokhara, which runs due southward into north-

ern Afghanistan, and turned my course to the eastward toward Chiragtchi and along the banks of the Mohi river. Abundantly watered, the country became still more fertile, and the stony and sandy plains behind in turn were superseded by a sparsely wooded plain, covered by a thin sod, on which large herds of cattle and sheep were grazing.

This deviation from the main road pursued by the caravans was not made without some apprehension on my part. In doing so I had merely hoped to escape from the larger towns, where the fact of my presence with my wheel might engender hostility, with dire results. In my newly selected route I had reason to fear that having adandoned the very good road pursued by the regular course of traffic that I should find wheeling tortuous in the extreme, but to my great satisfaction, although there was no road or faint evidence of any bridle path or other passageway, the



Showing the natives a few tricks.

to satisfy the piquing of curiosity, I dismounted and waited until they had come nearer. The coffin, scooped out of one entire log of wood after the fashion of a large canoe, was borne in the van on the shoulders of four lusty youths, followed by half a dozen

maidens, uttering the most agonizing cries and groanings. This

was in no wise remarkable, but what

followed was assuredly so. The

corpse, instead of habitating

the coffin, was carried uncov-

ered and in view of all, seated in

a chair supported by two

whole country was in itself a road as flat as a billiard table, and almost as smooth and firm as one, and I rode along over the firm, hard turf in a manner that was a decided luxury.

Wheeling along next day about the middle of the afternoon, after having spent the night a la Arab in the non-cold protecting folds of my little shelter tent, on reaching a collection of huts, which to all intents and purposes answered the name of a village, I witnessed a most peculiar funeral ceremony. The procession was coming in my direction, and partly out of respect for the deceased, and partly

other mourners, and a more gruesome spectacle it would be impossible to imagine.

Arrived at the grave, after lamentations innumerable and beating of drums and blowing of horns, without further ado the corpse was most unceremoniously ejected from the chair and dumped into the coffin, as if it were a log of wood, and then the whole was as speedily consigned to the grave, during the whole ceremony the women keeping up a musical incantation, howling their loud lamentations in strains truly dolorous. Once the remains had been interred,

and the burial completed with all due respect to the wishes of the deceased, the whole attitude of the cavalcade underwent a sudden change, all resuming their air of jollity and seating themselves on the new grave drinking huge potations of some native liquid, presumably of an intoxicating character, as the whole party was soon in a state of the most hilarious merriment, returning to the village in a happy vein that savored more as if they had just returned from a wedding than from the far from entrancing delights of a burial.

My halting place for the night was a small village on the banks of a small tributary of the Mehi river. As I wheeled across the open plain about half a dozen gigantic figures came running toward me, and although the weather was quite cold, they were all stark naked, excepting for a small breechcloth round [their] thighs. In spite of their scantiness of attire and generally ferocious appearance, they were friendly enough, and after remaining at a safe distance and eyeing my wheel askance for some little time, they conquered their fears, and on my giving a friendly beckon with my hand, they came running up and at once began talking so fast, in so loud a tone, and so uncouth a language, that I was a little intimidated.

I shook hands with the one who seemed to be the leader of the party, and having repeated this ceremony with all the others, under their escort I entered the village itself. On a row of poles near to its entrance hung a row of horseflesh, with the limbs of dogs and other animals drying in the sun, which did not help the noxious odors of the place. It would be almost an impossibility to conjure up a more terrible aspect of degradation and filthiness than the whole place presented, from the natives themselves down to their miserable dwelling places, which were perfect pestholes of vermin, disease, and wretchedness.

In front of one of these houses half a dozen old women were squatted on the ground smoking and engaged in eating, or rather devouring, some of the uncooked, sun-dried flesh, tearing it off from large bones which they held in their hands like a hungry group of vultures, and adding seasoning by occasional resource to their pipes. Nor was this disgusting exhibition alone, for at another fire nearly five times as many in number of younger women and children were engaged in a like occupation, with no variation on account of youth, the youngsters sucking away at their pipes and plucking the flesh from the bones like a brood of young eagles, with as much gusto and unconcern as did their elders.

If I had congratulated myself on a friendly resting place for the night I had been premature in my fancied felicity, for I was now completely sickened by the sights around, and with a forced show of thankfulness declining the offer of the head man of the place that I should share his hospitality for the night, I rode out onto the plain and encamped, not to be disturbed, excepting for the mournful howlings and barkings of a pack of cowardly jackals, who hovered round till morning.

Leaving this encampment at day-break, before noon I had ridden to the top of a steep range of hills, from whose summit the waters of the Mohi came to view, and descending to its banks and following the windings of the stream I was enabled to reach Chiragtechi shortly before midday, after enduring the tortures of the passage over the swiftly flowing current on a rude raft, which seemed at the imminent point of suddenly breaking into pieces and throwing me, wheel and all, into the stream. After discussing the menu of the chappah khana, made up of the invariable diet of eggs and milk I continued the route from Chiragtechi to

the eastward along the river plain to the rather large town of Shehr Sebz, and without stopping, pressed onward to Yakbak, which I found a town of a truly cosmopolitan character and what was still more welcome, decently clean and inviting.

Some horsemen whom I had espied from across the plain had rushed back to the town and informed the ataman, or head man, of my approach, and as I drew into the place he was waiting to receive me, literally with open arms, and taking me under his patronizing wing escorted me to his own house, which was quite an imposing structure, having doubtless been at some former time the residence of a Russian official as the coat of arms of that country was liberally bestrewn everywhere.

Leaving Shehr Sebz I might have enjoyed the protection of a small caravan, had I so desired, all the way to Hissar, for the leader of the same kindly offered to act as my escort if I would pay him a fee of some thirty times what the privilege was worth, which I declined right speedily as the general appearance of the party was by no means prepossessing. In this barren country between Shehr Sebz and Hissar I once more had an opportunity of witnessing a well-clad comfortable looking population existing in a country devoid of every resource and not seeming to offer a single inducement for habitation. During the three days' riding I was hardly ever out of sight of some small cluster of huts or village and even towns of considerable size, but I did not deem it expedient to secure too close an acquaintance, and excepting when compelled to by actual necessity to secure food and lodging I invariably kept to the less unfrequented part of the road.

The long expected view of Hissar at last presented itself, and from a distance made a conspicuous and considerable appearance. Its imaginary

consequence, however, as a town of importance vanished the moment I had entered its confines, for nothing could be more wretched and insignificant. I received a visit during the evening from the ataman, a short, lubberly-looking individual, half Russian, half Turkoman, and with a Chinese cast of countenance, who made a great deal of show and palavar, and sought to intimidate me with the wonders of his extraordinary prowess and the might of his position.

Seeing that his braggadocio did not carry any weight and did not affect my equanimity to any considerable extent, he became more friendly, and eventually made quite an agreeable host, for during the evening he gathered together a half a dozen musicians, and twice that number of dancers, in the small room of the khana, who made life miserable with craze-provoking din and eye-wearying contortions.

From Hissar my route for the fortnight's riding to the borders of eastern Turkestan lay through the sweetest country imaginable, wonderfully fertile and abounding in tree growth. A day's riding abridged the river bethreaded valley to Faizabad. Just before reaching the latter place I had an opportunity of verifying the fact which I had often heard stated that the horrid practice of burying people alive oftentimes takes place in Turkestan, from the stupid ignorance of the people. Instances of suspended animation, or even fainting fits are at once considered the same as death, and without further ado the unfortunate is at once buried without any attempt at resuscitation.

In my own particular instance I was riding along near to a small village, when a group of natives gathered round a young woman, who had been overcome by the heat, attracted my attention. She was lying on the ground groaning and

moaning, and with this exception inanimate, the fact, however, that she could ejaculate showing that she was still alive. No endeavor on my part, even accompanied by the persuasion of offers of money, could induce the spectators to touch the body, or to suffer any remedy to be applied.

An attempt of this nature on my part met with the resistance of half a dozen guns pointed at my head, and already the grave of the unfortunate woman was being dug, and with a feeling of abhorrence and a sickening at heart at the thought of this inhuman torture I was glad to drive the sad incident from mind by wheeling over the few remaining miles to Faizabad, having jumped as it were from the frying pan into the fire, for whereas in the incident aforementioned my mental feelings were only affected, in this new instance the same was transferred to my bodily

punishment, for I found the inhabitants of the town unusually combative and aggressive. They did not seem to be lawless and antagonistic from any brigandish motives, but shared in a general antipathy toward my wheel, and would not suffer me to approach the town.

I was resolved, however, not to be thus easily intimidated, so dismount and drawing my revolver I advanced forward, which showing of a determined front had the effect of immediately dissipating their feelings of animosity, nor was the effect of this action only temporary, for during the two days' stay I rode repeatedly through the streets, invariably followed by the entire population of the place, who, however, never attempted molestation or injury of any sort, and who seemingly never tired of the exhibition presented for their novice entertainment.

(To be continued.)



HOW EX-SECRETARY OLNEY LEARNED TO RIDE

By J. B. Connolly

Boston, Mass., Aug. 30.—Ex-Secretary Olney's conversion to cycling is another item to prove that the greatest minds in the country are now engaged in a study of the wheel. When the secretary was in charge of the affairs of state under the second Cleveland regime, he won the respect, if not the approval, of the entire country for his firmness in matters judiciary. His backbone was esteemed as hardly inferior in depth, breadth, and inflexibility to Grover's own. Without so much as a quiver he declared the law of the Venezuelan affair, and later on he defined to congress its limitations of power.

Secretary Olney and his weighty chief were in such accord at this time that the first faint rumor that the secretary was about to invest in a wheel soon increased in volume to the extent that it was openly said that the purchase of a tandem was contemplated by the head of the State Department, and that no less a body than that of his weighty chief was to mount the front saddle of the secretary's new wheel. It was said the wily secretary chose the front saddle for his excellency in order that no coasting game might be worked on him, and further, in case of a collision end-on, that the human cushion ahead might act as a beautiful buffer. Secretary Olney's long suit was ever diplomacy.

Plans Fail to Materialize.

For some reason or other, Secretary Olney's plans for cycling in Washington came to naught. It is thought that in the near approach of a republican reign the fires of his re-

solve cooled somewhat, and his chief, too, showed at this time a renewed inclination to evaporate his warm sporting blood in trips of duck-hunting. But after the installation of McKinley and Hanna, ex-Secretary Olney came home to Boston. After the first weeks of banqueting and welcoming were over and the secretary had time to look about, he noted that many of his life-time friends had taken to cycling in his absence, and he revived his smoldering scheme of getting a wheel.

Selecting His Mount.

He mentioned his idea in strict confidence to a few close friends. Some approved at once, while others held back. The reserved ones intimated that the dignity of his secretaryship might be impugned and the glow of his Venezuelan triumphs dimmed, were he to be seen trundling his knees up and down past his stomach, after the fashion of ordinary people one meets in the public parks on Sundays. The secretary argued them out of this by citing the cases of other eminent law-givers who rode wheels in Washington. There was Tom Reed, of Maine, who was even greater in girth than himself, and who belted his trousers up in summer time and wore the smallest of straw hats on his globe-shaped head. And he had even heard that ex-President Harrison rode one in private. Surely, with these precedents, one might venture a trial.

The secretary got the best of the argument and then set about to accomplish his purpose. He brought his powers of statecraft to bear on the

question. Many things were to be considered. In questions of state one looked at the matter from all sides. So the secretary's typewriter sent to all the makers for catalogues. So distinguished a request brought numerous and immediate responses. Catalogues sailed in as thick as snow-flakes in a flurry. In the privacy of his inner office the secretary pondered on the merits of the different makes.

Advice From a Kid.

A young relative brought in his boy's wheel to help elucidate the problem. "This, of course, is too small and light for me, but it will do for a model," said the secretary to his young relative. With the boy he went over the matter of tubing and flush joints, sprockets, and crank-hangers, spokes and rims, and tires that were single and those that had inner tubes. After a week's careful consideration his choice narrowed very much, but for days and nights longer the man that dug out the law of the Venezuelan problem studied with bewildered brain of the unrivaled qualities of eight makes of wheels. All these wheels were works of art. Every beautiful half-tone illustration proved it. Frequent reference to the boy's wheel failed to decide him on a final selection because the best of the improvements, the 1897 ones, were not to be judged from the model. Nobody will ever know what the secretary went through before he decided and nobody will ever know, perhaps, exactly what decided him. Those who say a shuffle in a hat and a drawing with the eyes shut decided him, forget the secretary's Puritan ancestry who joined with an early colonial governor in dispersing a light-minded crowd of dancers around a garlanded pole on a May day. However, we will not inquire further. One morning he came down town with a wrinkleless brow and announced his purchase of a wheel.

The matter of purchase of the

wheel being over, there was the mastery of it to be considered. How the secretary first handled himself we do not know, that is wrapped in mystery but it is certain that for hours every day for a week the diplomat was locked in the drawing room with his wheel and one of the house girls said the thickest rugs and head-rests were found in a well laid oval about the room.

The indoor period past, the secretary arranged for road exercise. And it must be set about diplomatically. A man of years and weight, of dignity and international reputation could hardly be seen with propriety on the boulevards of the city falling on and off a wheel. So in the early morning hours when only milkmen and policemen were abroad, the ex-secretary walked to a quiet retired roadway in the Fens preceded by a faithful domestic trundling the cherished wheel. What the ex-secretary wore in the way of costume is known only to one newspaper reporter and his ideas are vague. Not being aware of the identity of the illustrious cyclist at the time he saw him, the reporter took but a cursory glance at the statesman, but he thinks that a sweater covered the august body and that ordinary long trousers tucked in at the ankles covered the generous legs, while a cute little golf cap sat up on his head; thus attired, only a close acquaintance would recognize the identity of the fattish gentleman on the up-to-date wheel. We may not say exactly how far the ex-secretary has got in his new diversion for he is giving no public exhibitions. Venezuelan affairs have to be given to the public and to congress, but this bicycling is a more private affair. But those who know the master of Venezuelan etiquette do not doubt that his ability will cause him to shine ultimately as a cyclist even as does the nickel on his new wheel. In cycling, as in state-craft, brains must tell.



Money Spent by Circuit Chasers.

There never has been an estimate made of the money placed in circulation by the National circuit chasers. The figures will stagger one when compiled. For instance, the circuit party averages very close to sixty people week after week and month after month throughout the season. This year this average was maintained along the New York circuit in June and the National circuit in July and August. The average was probably higher. Each of these sixty men is under an expense of \$30 or more a week. The money then paid out for railroad tickets, hotels, and incidental expenses by the circuit party amounted to \$1,800 a week. In the fourteen weeks of the circuit, from Decoration day to September 27 when the circuit party embarks upon special cars for the balance of the season, \$25,000 will have been spent for expenses alone. The expense of the trip from Trenton to Pensacola, Fla., November 20, will be at the least \$10,000 for the party of forty. This brings the circuit chasing up to \$35,000. In addition to this expense there is the salaries of the men along the circuit and these will amount easily to another \$35,000 for the time. The wheels used by the men, the trunks

in which the wheels are carried, the general advertising done by the makers, will foot up to a respectable amount, and will easily add \$10,000 to the above figures. This will place, at a moderate estimate, \$80,000 as the amount of money expended in circuit chasing in a season.

Added to this is the amount of money spent by the middle-distance riders who are not circuit followers but who travel with a car load of pacemakers from place to place throughout the season. As many men are interested in this branch of the sport as in circuit chasing. The state circuits are found to be quite as expensive to follow as the National circuit. Michigan had over sixty racing men, Kansas has nearly as large a party, and Wisconsin has another. All over the country from the Atlantic to the Pacific there are parties traveling and following the great sport for a living. Two hundred thousand dollars is a very light estimate of the amount of money spent by the racing men in their travels of a season. Added to this is the prize money given at the meets, the gate money taken in at the meets, special as well as circuit, and it is probable that all told it will be found that \$1,000,000 will be found to be a very light esti-

mate of the amount of money which is annually involved in this cycle racing game. The expense of the construction of the tracks, grand stands, and so forth, might be included in the estimate, and this addition certainly places the figures. \$1,000,000, as too light altogether. Cycle racing men do not secure the prestige which should be theirs by reason of the amount of money kept in circulation.

Loughead Didn't Intend To.

"That race should settle this discussion over my having conspired with Cooper to beat Bald," said Kiser after the great race at Buffalo, when Loughead is credited with running Kiser high on the bank on the last turn, whether intentionally or not is unknown. "You never saw me run Bald up the bank in that way, and I don't think you ever saw Cooper run Bald wide when it would benefit me. You will remember that at Grand Rapids Cooper ran both Bald and myself wide down the stretch, claiming that he could not hold the pole. That did not look like team work on our part, did it? I feel sore over that claim, and justly, for the reason that I never did conspire with Cooper to beat Bald. I have never had assistance in a single race, and that is the truth. Once only did I seek assistance, and that was last spring. I was just entering the season and was doubtful of my ability to get up in the field, knowing that I could sprint as well as the others if on equal terms. I partially arranged with a man to pull me, and in the race was blindly seeking his rear wheel when I fell through striking the rear wheel of another man. My assistant was behind me and waiting the opportunity to jump. He came down with me."

Bald, when approached regarding the race of Tuesday and asked regarding the possibility that Loughead was

aiding him when he ran Kiser wide, was more than indignant. "Loughead certainly did run Kiser wide, whether intentionally or not I can not say, and I gained by it. But I give you my word of honor, I had no arrangement with Loughead to do this. I do not make arrangements with riders to pull me through fields or out in races. I did so once and paid \$15 for something I did not get. That man has been at me ever since regarding it and I will never have aid from another man."

By men posted in the game it is not thought possible that Loughead did the trick on purpose and the man who rubbed him that day says that Loughead remarked as he came from the track, "I was baked and could not control my wheel. You see we started a quarter-mile sprint when Bald went up the bank. I led down the backstretch and around the curve, and at the turn I was all out. I could not hold the turn."

Zim Changes Gears.

A. A. Zimmerman is now using an 84-gear in his exhibition work. The "Skeeter" never used a gear as high as this before and declares that pace following is easy. His mile at Buffalo last Tuesday in 1:51 $\frac{2}{3}$ was the fastest mile Zimmerman ever traveled. It tied the record of Bald of 1:51 $\frac{2}{3}$ made on the same track. The work of Zimmerman was really more meritorious, as he was paced by tandems only, while Bald had the larger machines.

An incident of Zimmerman's career in '93 is recalled. "Zimmy" had been west and at Columbus had ridden a mile, paced flying start in 2:07, the fastest mile of that year to the time. Going on to Springfield "Zimmy" determined to have a shy at the world's record, then 2:02 $\frac{2}{3}$ by Tyler. He came out on the track the Sunday afternoon of his arrival and George Banker was on the tandem that paced him. Zimmerman did

2:01 $\frac{4}{5}$, breaking the record by three-fifths of a second.

"That can not be allowed as record," the writer remarked.

"I don't care whether it is allowed or not," said Zimmerman, "but I want the world to know that I can ride as fast as some others of these fast riders."

Zimmerman never was a pace follower for the reason that he always used too low a gear. His regular racing gear was 68 and he never changed. It is only this year that he has gone higher than 72 and he is now determined to push his gear higher right along, in the hopes that he may bring a mile down below 1:50. He has ridden a half-mile in :51 and says that he is certain of doing better.

After his performance at Buffalo Bald thanked Zim with apparent sincerity for not having ridden a faster mile than had Bald ridden at home.

The National Circuit Extension.

Matters connected with the National circuit extension have progressed wonderfully. City after city has made application for dates, and the circuit as originally outlined in Bearings, with but two or three exceptions, will be a go. Binghamton, Buffalo, Cleveland (this date being September 30 and taking the date of Hillsdale), Detroit, Kalamazoo, Peoria, Racine, Indianapolis, Cincinnati (as yet not applied for), Louisville, Paducah, and St. Louis is the route. An important change is liable to be made in the itinerary here, as Sedalia, Mo., Topeka, Kan., Kansas City, and Springfield, Mo., are very likely to take the places of Hot Springs, Little Rock, and New Orleans in the circuit. E. P. Moriarity, of Kansas City, was at Buffalo to arrange the matter, and left for home at once, promising to do his best to fix up the dates mentioned for the week from October 16 to October 23. Memphis will take the two dates, Oc-

tober 25 and 26, and Atlanta will take the dates laid out for it. Charlotte's two days and Rock Hill's one are at present unapplied for. With these dates there is ample time, and both are waiting to see who the members of the circuit party will be. The presence of the good men, now certain almost without exception, the exception being Loughhead, will insure these and other dates. Florida points are being arranged by George L. Bohl, of Jacksonville, who reports that all will be applied for within a few days. It is certain that in the fifty-five days of traveling from Trenton, September 27, to Pensacola, Fla., November 20, forty days or more of racing will be arranged. Every one of these dates will be National circuit, and the fight for the top of the percentage thermometer and of the points table will be hot until the close of the circuit, wherever that close may be.

From Texas most encouraging reports are received. Upon the number of days of racing arranged, and upon the value of the purses offered by the Lone Star state, depends the success of their venture into the circuit. Mexico is well under way now, but that portion of the circuit must be a blank book until something definite is learned from President Crump, who has just arrived home from the national meet.

\$20,000 Dollars for September Racing.

Nearly \$20,000 is in sight for September's big races, including the Quill Club Wheelmen's \$2,000 handicap, the great hour race at Charles River park September 18, the hour race of Michael and Lesna at Springfield and the great eight-cornered invitation race at Manhattan Beach. The plan under which this race will run was brought forward by Tom Eck in past seasons. By these means, it was the contention of Eck, the best man of the year could be clearly deter-

mined. The eight leading men of the present season, probably the eight leaders in the thermometer although the management is anxious to place John S. Johnson among the eight, will be chosen. Johnson's past reputation and his great share of ill luck this season, entitles him to a place with the best men although he is not yet in form. These eight men will be paired off by drawing the numbers from a hat. The four pairs will then decide the four heats and the four winners will decide two winners from semi-finals, the same drawing taking place. The two winners will finally battle for the purse, which, it is estimated, will be \$5,000, a share of the gate receipts being at issue.

To Klondike on a Triplet.

Fred Titus has the Klondike fever and is bent upon making the trip to the far-off gold fields. As a matter of course the bicycle enters into his calculations for the trip, and Titus is of the opinion that he has solved the difficulty. He will secure a triplet, rig up a platform in the center, mount his hundreds of pounds of baggage upon the platform, and secure a mate. In this way he believes that with a partner he may negotiate those terrible passes and do away with the enormous expense of packing his goods into the gold country. One who reads the reports of the trips of others to this region, which is proving such a magnet to so many, will believe with Titus that his plan is feasible and will give the man "God speed" when he undertakes his journey.

Batchelder's Plan.

A. G. Batchelder, the New York state referee and the handicapper of the state, brings into practice a plan for gaining speed in heats without the employment of a pacemaker. Mr. Batchelder places numbers in a hat and when the men have lined up on the tape, each is requested to draw a number from the hat. Number 1 is

first to take the pace and carries the field for a lap, number 2 is second, and so on. If there are more men than laps, blanks are placed in the hat and the men drawing blanks are not compelled to go up. In this manner the five-mile national championship was paced, the men being ordered to go, through the megaphone. The five miles ridden in the championship were considered record for unpaced work.

Powell After Amateur Records.

I. A. Powell, the New York Athletic Club crack, intends to make several attempts for the amateur records prior to the opening of his school year at Columbia college. Powell is now looking for the pace-makers and will shortly journey to Willow Grove track at Philadelphia. Powell is speedy, and at Buffalo he missed the half-mile world's amateur record by but two-fifths of a second, being paced by a tandem only. He will endeavor to secure larger machines for the coming attempt.

Perseverance Is Essential.

In a long season no man can expect to stay in condition continuously, and the man with some patience and a good turn of speed is almost sure to be successful in time. The man who has the patience has everything, for he will continue to train and to work in the face of adversity and will finally come out a winner. Men are traveling the circuit today who are not winning. They pay their way by pacing in heats and finals, and occasionally gain a goodly purse in the contests themselves. Then the racing man emerges for a time and the pacemaker retires. In a month of good work a man will place a respectable sum to his credit, and when once "on velvet," the worry of being broke is removed, and racing becomes less of a struggle and more of a pleasure. With a free mind the man works better.

TWENTY-FOUR-HOUR RECORD SHATTERED

Constant Huret, the French Wonder, Rides Nearly 565 Miles in His Match Race With Cordang and Revierre—The Dutchman Knocked Out by a Fall—A Wonderful Performance

Paris, Aug. 20.—Nine hundred and nine kilometers, twenty-seven meters in twenty-four hours, or nearly 565 miles! Such was the marvelous performance accomplished by Constant Huret at the new Auteuil track on the 14th and 15th instant during two rounds of the clock. For the fourth time, the long distance Zimmerman has broken the record. The question used to be, will the 900 kilometers in twenty-four hours ever be attained? Now every body is convinced that were Huret to take it into his head to finish up the season with another twenty-four-hour ride, the 1,000-kilometer mark would certainly be reached.

What are the limits of endurance of this extraordinary man and when will he stop? He first took hold of the twenty-four-hour record at 673 kilometers and has now run it up to 909 kilometers. In all his great rides, Huret has always given the impression of a man riding well within his "action," as the French say. His powers of endurance are simply marvelous and it is impossible to set any limit to the powerful machine which, each time it is brought into use, crushes irresistibly its adversaries, sickens them, and forces them to give up the struggle.

Rivierre's Opinion of Huret.

What Rivierre, his unsuccessful opponent, said of him after the race is perfectly true: "I may some day

lower his record, but as to defeating him in a twelve or twenty-four-hour grind, that is out of the question; he can not possibly be beaten."

What is remarkable in the French stayer—and it goes to prove his exceptional quality—is that, in his struggle against an adversary, his temperament finds new resources, and that the limits of his powers appear to recede indefinitely. He gave an instance of this on Saturday evening, when he resolutely took the lead at the start of the race with the object of killing off Cordang, never once thinking of husbanding his strength for the long journey he had before him; and again on the Sunday morning when Rivierre made an attempt to make up some of the lost ground.

What astonishes one the most in the Frenchman's performance is not perhaps that he reached the 900-kilometer mark, but the fact that, starting for a twenty-four-hour event, he managed to get inside record at fifty-one miles, lowering more particularly the much envied 100-kilometer record, and that, after having received four hours' steady downpour of rain in the back of his neck, he should have finished the race in such brilliant style, riding over 23 miles in the last hour.

It was in his race with Rivierre and Cordang that Huret gained so much glory and broke his old record of 546 miles. The meeting of the



CONSTANT HURET.

three cracks in a long-distance competition had been awaited with more than usual interest. The Dutch crack and this year's winner of the Bordeaux-Paris were expected to make it warm for Huret. Cordang was the dark horse and was given by many as the probable winner.

Huret Takes the Lead.

The three men were sent off on their long journey on Saturday as the clock struck six in the presence of an enormous crowd, anxious to see how things would shape themselves out in the first three or four hours. Huret and Cordang went off as if they were out for the kilometer record, while Rivierre adopted a more steady gait, riding in accordance with a schedule tabled on a distance of 900 kilometers for the twenty-four hours. All three were beautifully paced. Huret had

eight quads and one quint at his disposal, and Rivierre seven quads. The Dutchman's "artillery" was composed of seven quads and two quints. Each rider had a cabin in the inclosure fitted up with a bed and containing the eatables for the journey. Stored away in Huret's cabin were six pounds of beef, ten liters of beef tea and rice, six liters of tea, six liters of coffee, one bottle of Chartreuse, six bottles of old wine, and four bottles of champagne, barely sufficient, Huret said, to keep him from dying of hunger and thirst.

Cordang's cabin had the appearance of an eating house. It contained three chickens, the extract of about thirteen pounds of meat, twenty mutton chops, two dozen eggs, four liters of beef tea, six bottles of Vichy water, thirty-six peaches, four pounds

of grapes, two bottles of Porto, one pound of sugar, six bottles of lemonade, six bottles of soda water, twelve oranges, and six bottles of champagne. Rivierre had no solid food, but had a plentiful supply of Kola tea, beef tea, eggs, and Vichy water.

Cordang Out of It.

Huret commenced to gain on Cordang at the tenth kilometer, but it took him just ten more kilometers to get a lap on the terrible Dutchman. The fifty miles were covered in 1:42:16, only a few seconds outside of record time. Huret was then six laps ahead of Cordang, who was riding strong. He had just succeeded in parting company with the flying Frenchman when a terrible collision took place between two quads. Huret missed the spill, but it was a narrow squeak. Poor Cordang was not so lucky and dashed right into the mass of human flesh and steel, and was frightfully cut about the body and face. He had to be carried away. Half an hour afterward he reappeared on the track, but after riding a few kilometers, he was obliged to dismount and quit for good.

Meanwhile, Huret continued to cover lap after lap at a record pace. His time for the 100 kilometers—2:07:54 $\frac{3}{4}$ —nearly a minute better than Walters' record, showed at what a furious clip he was traveling. The 100 miles were negotiated in 3:30:48 $\frac{1}{4}$, cutting Palmer's record by nearly seven minutes. Rivierre was at that point two and a half kilometers to the bad, but he was riding stronger and managed to hold on to the baker boy's rear wheel. He even attempted to get away from Huret once or twice, but without success. The first rider to dismount was Rivierre, who got off his machine for a few minutes at the eighth hour to be rubbed down. Huret profited by his rival's absence from the track to the extent of five laps.

In twelve hours, Huret covered

501.423 kilometers. Then for the first time he dismounted for about five minutes, just time to take a douche and be rubbed down. For the next two hours, Rivierre made several attempts to make up the lost ground, but without success. He only succeeded in gaining one lap on Huret, and that only because he was better paced than his rival. From the fourteenth to the eighteenth hour the race was a mere procession and Rivierre, seeing he had no chance of gaining on his opponent, threw up the sponge and retired to his cabin. The rest of the race can be described in a few words. Huret continued to ride at a rapid pace, his object being to attain the 900 kilometer mark as soon as possible and pocket the premium of 100 francs offered by the Vélodrome for each kilometer covered after the 900.

At two o'clock rain set in and fell steadily for the rest of the afternoon. The track became very slippery, but luckily no spills occurred. As the day wore on hundreds of spectators turned up at the track in spite of the wretched weather, and when the pistol was fired announcing the end of the twenty-four hours the Vélodrome was fairly crowded. It would be impossible to attempt to describe the ovation which greeted the great stayer after his brilliant performance. The public jumped the inclosures and it was with difficulty that Huret was able to reach his cabin.

Victory for a Chainless Wheel.

Huret rode throughout the race a chainless wheel; his performance is a splendid advertisement for the firm that employed him and they are running it for all it is worth. His winnings are said to amount to some \$4,000; \$1,700 for riding the wheel, \$900 from the tire company, \$1,000 first prize money offered by the track, \$200 from a private bet, and \$200 premiums for covering more than 900 kilometers. It is a nice lump sum to

place to one's credit, but it is true that twenty-four-hour events are few and far between. It is said that the expenses of the firm employing Huret amounted to close upon \$3,000 for the race.

Cordang is convinced that he can beat Huret and is ready to meet him when and where he likes, and for any amount of money the Frenchman cares to name. Huret replies that he will race the Dutchman for any sum of money, but on one condition only: He must first prove that he can ride 900 kilometers in the twenty-four hours. Once he has accomplished that feat, it will be time enough to talk about the match, and until then he will refuse to discuss the matter at all.

New Records.

The following is a list of the new records established by Huret:

In Kilometers.

Kils.	Time.	Kils.	Time.
66.....	1:23:48	100.....	2:07:54 $\frac{3}{4}$
68.....	1:26:27	150.....	3:14:45

Kils.	Time.	Kils.	Time.
70.....	1:29:00	200.....	4:28:04
72.....	1:31:29 $\frac{3}{4}$	250.....	5:38:45 $\frac{3}{4}$
74.....	1:34:00	300.....	6:53:03 $\frac{3}{4}$
76.....	1:36:37	350.....	8:09:13 $\frac{3}{4}$
78.....	1:39:09 $\frac{1}{4}$	400.....	9:25:06 $\frac{1}{4}$
80.....	1:41:40	450.....	10:41:55 $\frac{3}{4}$
82.....	1:44:12 $\frac{3}{4}$	500.....	11:57:58 $\frac{3}{4}$
84.....	1:46:42 $\frac{3}{4}$	550.....	13:17:36 $\frac{1}{4}$
86.....	1:49:12 $\frac{3}{4}$	600.....	14:41:28 $\frac{3}{4}$
88.....	1:51:47 $\frac{3}{4}$	650.....	16:08:32 $\frac{3}{4}$
90.....	1:54:30 $\frac{1}{4}$	700.....	17:31:31 $\frac{3}{4}$
92.....	1:57:07	750.....	19:04:27 $\frac{1}{4}$
94.....	1:59:47	800.....	20:45:59 $\frac{1}{4}$
96.....	2:02:28 $\frac{3}{4}$	850.....	22:17:29 $\frac{3}{4}$
98.....	2:05:10 $\frac{3}{4}$	900.....	23:46:28 $\frac{3}{4}$

In Hours.

Hrs.	Kils.	Hrs.	Kils.
2.....	94.200	14.....	575.116
3.....	139.000	15.....	609.820
4.....	181.017	16.....	644.766
5.....	223.483	17.....	681.166
6.....	264.000	18.....	717.333
7.....	304.566	19.....	747.333
8.....	344.000	20.....	780.858
9.....	383.666	21.....	807.883
10.....	422.816	22.....	840.199
11.....	461.216	23.....	872.390
12.....	501.423	24.....	909.027
13.....	539.633		

In Miles.

Miles.	Time.	Miles.	Time.
50.....	1:42:16 $\frac{3}{4}$	350.....	13:41:44 $\frac{1}{4}$
100.....	3:30:48 $\frac{3}{4}$	400.....	15:58:18 $\frac{3}{4}$
150.....	5:25:52 $\frac{3}{4}$	450.....	18:16:12 $\frac{3}{4}$
200.....	7:26:18	500.....	20:54:15 $\frac{1}{4}$
250.....	9:28:27 $\frac{3}{4}$	550.....	23:21:43 $\frac{3}{4}$
300.....	11:32:15		

J. H. COLEMAN.



CIRCUIT CHASERS REST

Crackajacks Lay Off for a Week—Few Changes in the Percentage Table—
Gardiner Creeps Up a Few Notches—Hoyt Steadily Winning—
The Meet at Boston

Boston, Mass., Aug. 28.—This has been a week of rest for the racing men. The thermometer has no new faces this week, nor have there been any changes in the positions of the men. Bald, Kiser, Cooper, and Loughhead have not competed on the circuit the past week and their percentages remain the same. Gardiner rode at Boston and shot his percentage up a few notches. His percentage is only .004 below that of Cooper's and the very next race in which the two men meet will decide which is to remain in the lead. Through winning the mile open at Boston, Fred Hoyt increased his percentage from .554 to .594. Hoyt is adding to his percentage and to his points at nearly every meet. He went above Newton in the points table and now occupies ninth place. F. A. McFarland dropped considerably in his percentage, but still retains the same position as that of last week. O. L. Stevens has not ridden in a final the past week and his percentage remains the same.

"Major" Taylor occupies the seventh place in the points table. Taylor has not been on the circuit for the past week. He evidently thought that he had ten starts and as his percentage would be very high, he would have a good lead in the table, occupying probably third or fourth place, and did not like to take the chances of defeat by meeting the good men until he should appear in the ther-

mometer among the leaders. Taylor has only nine starts and has to make one more.

Cooper could not ride and was forced to lay off. He had a swelling on one of his knees the size of a fist and found it hard to walk. He has spent most of his time at the Charles River training quarters watching the men work out and do their training.

Points Table.

Name.	Points.	Name.	Points.
Bald	59	Hoyt	20
Gardiner	46	Newton	18
Cooper	36	Loughhead	15
Mertens	31	Newhouse	12
Kiser	27	McFarland	11
Stevens	26	Eaton	9
Taylor	22	Jack	8
Butler, N.	21		

SMALL CROWD AT BOSTON.

Boston, Mass., Aug. 25.—At no National circuit meet this season was there such a small attendance as attended the races at the Charles River park today. Not over 300 people were present to see the fine racing. The wind was blowing up the homestretch, and the riders had to finish in it. Tom Cooper was on the ground, but did not ride. He watched the races from the judges' stand. Cooper could not ride owing to a bad knee, and will take a layoff until Labor day.

The first professional race on the programme run was the mile 2:05 class. Stevens, Nat Butler, Becker, Mertens, Aker, Bowden, Mosher, and Hoyt had qualified in the preliminaries and lined up on the tape in order named. T. P. Sullivan was

placed in to pace. At the start, Bowden caught the pacemaker, with Butler, Mertens, Stevens, Becker following. Hoyt was in last position. On the second lap Becker went to the front. Mertens quit on the backstretch with the nose bleed. At the bell, Aker sprinted from the rear round the bunch with Hoyt hanging close. On the backstretch a gap was opened which Becker closed rounding into the turn. Aker swung high up on the turn and Hoyt went to the front on the inside. Nat Butler came up on the outside and coming down the stretch closed with Hoyt and passed him right at the tape with Stevens a half wheel back on the outside of Butler. The time was 2:07 $\frac{4}{5}$.

Johnson

Couldn't Qualify.

Four heats had to be run for the final of the mile open, two men to qualify in each heat. Mertens did not start. John S. Johnson failed to qualify in the third

PERCENTAGE		
Bald		.845
Kiser		.829
Stevens		.760
Cooper		.656
Gardiner		.652
Loughead		.631
Mertens		.621
Hoyt		.594

heat, Jay Eaton winning the heat by ten lengths with Frank Butler and Fred Hoyt running a tie for second place. The ten men, Eaton, Gardiner, McFarland, Mosher, Hoyt, Frank Butler, Stevens, Tom Butler, Coleman, and Dr. Brown, lined up in order named on the tape, taking up the whole width of the track. J. B. Fowler, of Wal-
tham, was put in to pace the contest. At the crack of the gun, the men made a mad rush for the pacemaker and completely surrounded that rider. Coming into the homestretch, the pacemaker finally got out of the muddle and lined the men out in single file, riding a good swift pace. The order then was Coleman, Tom Butler, Gardiner, Hoyt, Dr. Brown; McFarland, Mosher, and Stevens were in the rear. Stevens went up on the outside on the second lap. Eaton was in last position, riding ten lengths or so back.

At the bell, Stevens and McFar-

land had worked to the front, the latter in the lead with Stevens hanging close to McFarland's wheel. Entering the backstretch, Eaton made his jump and went round the whole field to the front. Gardiner, who had been shifted back in the bunch, also went around, coming around the turn with Fred Hoyt tacked to his rear wheel. Eaton and Gardiner came into the homestretch abreast, and Hoyt was back and closed in. Stevens and McFarland had been closed in by the going round of Eaton, Gardiner, and Hoyt. Coming down the stretch, Hoyt worked his way out and came up to the side of Gardiner, the two riders coming down the stretch in a hard sprint, making the grandest finish of the day. Hoyt won out right at the tape by less than a foot from Gardiner. Stevens defeated Frank Butler for third place in a close finish. Eaton, Coleman, Tom Butler, Mosher, McFarland, and Dr. Brown also ran in order named. The time was 2:07 $\frac{1}{2}$.

Dana Hanchett won the amateur mile handicap from the 110-yard mark by nearly three-quarters of a lap in 2:10 $\frac{1}{2}$. The back-mark men bunched in the first lap, but would not go out after the limit man. It was a race after the French style, and that they did not fall off their wheels, so slow did they go, was probably due to the fact that they were professional trick riders. They were loudly hissed by the few spectators present.

The mile handicap professional tandem race was exciting. Ten teams had qualified and rode in the final. Tom Butler rode with McDuffie, Nat and Frank Butler rode together, Fred Hoyt and C. R. Newton were paired, and Mosher and Coleman were mates. Newton and Hoyt were the only scratch riders. Tom Butler and McDuffie had 20 yards. The whole field closed in the first lap. The second lap was taken up in fighting for positions and the third lap was a sprint. At the start of the sprint, Tom Butler and McDuffie had a bad position, being pocketed. Hoyt and Newton were the last in the line, which took up nearly a whole stretch. Coleman and Mosher gained the lead and held it to the finish, winning out from Hammond and Gray by half a length. Butler and McDuffie were a close third, with Newton and Hoyt a close fourth. Newton and Hoyt rode from scratch in 1:56, tying the world's record. The time for the race was 1:55 $\frac{1}{4}$. Summaries:

One-mile, 2:05 class, professional—Nat Butler, first; Fred Hoyt, second; O. L. Stevens, third. Time, 2:07 $\frac{1}{2}$.

One-mile open, professional—Fred Hoyt, first; Arthur Gardiner, second; O. L. Stevens, third. Time, 2:07 $\frac{1}{2}$.

One-mile handicap tandem, professional—Coleman and Mosher, 80 yards, first; Hammond and Gray, 110 yards, second; Tom Butler and McDuffie, 20 yards, third. Time, 1:55 $\frac{1}{4}$.

One-third-mile, amateur—J. Urquhart, first; C. M. Bly, second; C. H. Drury, third. Time, :41 $\frac{1}{2}$.

One-mile handicap, amateur—D. Hanchett, 110 yards, first; H. B. Hills, scratch, second; J. S. Johnson, scratch, third. Time, 2:10 $\frac{1}{2}$.

One-mile handicap tandem, amateur—H. Edwards and H. C. Sanderson, 90 yards, first; T. and James Clark, 45 yards, second; J. E. Quinn and J. G. Jacobs, 110 yards, third. Time, 1:56 $\frac{1}{2}$.

F. ED. SPOONER.



NEWS IN GENERAL

MICHAEL IN CANADA.

The Diminutive Record Breaker Wins Two
Out of Three Heats From McCarthy
at Toronto.

Toronto, Can., Aug. 28.—The cycling event of the season was the match race between Jimmy Michael and T. B. McCarthy, of this city, on the Island track, on Wednesday evening, for a purse of \$750. Previous race meets on the Island track this season have been poorly attended, but over 3,000 persons were attracted to the Island to witness the big event, which was extensively advertised.

Michael arrived with his small army of pacemakers on Monday and immediately proceeded to make himself familiar with the track. The agreement between the riders provided for three races, two heats at one mile, and one heat at two miles. Michael had two quads and a triplet as his pacing teams, while the Toronto rider had a quad with Fred Westbrook, Dunbar, Boake, and Greatrix in the seats, and the Canadian champions, McLeod and Davidson, on a tandem.

Michael Loses the First Heat.

In the first heat the quads were sent out to make the pace, and each rider tacked onto his respective machine. The Toronto four moved along in good style and gradually forged ahead of the opposing pacemakers. Michael's triplet picked him up at the half-mile, but could not cut down the slight lead obtained by McCarthy's men. The quad swung out to allow the tandem to make a pickup, and the way in which McLeod and Davidson accom-

plished this was greeted with cheers. McCarthy now had a good lead of about forty yards, and Michael, seeing that pursuit was futile, gave up the race, and the Gendron flyer crossed the line a winner of the first heat in the track record of 1:53 $\frac{3}{4}$.

Michael was also cheered to the echo on leaving the track and the spectators were of the opinion that they had witnessed the finest race ever seen on the Island track. Dave Shafer, Michael's manager, wanted the two-mile heat to be brought on next, but the Gendron firm insisted that the programme be adhered to and the second mile heat was ridden next.

Michael's Tactics.

When the pacing machine flashed over the line Michael's track experience stood him in good stead, for he cunningly appropriated McCarthy's pacemakers, who were first over the tape at the start. McCarthy was therefore forced to take his pacing from Michael, and Michael's men had an easy time of it and the spectators manifested their disapprobation of these tactics in no uncertain way. The pickup for the last half was made in grand style by Michael's men and Jimmy, with a splendid jump, immediately caught the coveted position, leaving McCarthy in a bad place. Down the stretch the Americans come, winners by yards, with Michael almost ahead of his pacemakers. The spectators did not altogether relish Michael's victory, as they thought it was rather unsportsmanlike for the Welshman to appropriate McCarthy's pacemakers, but, notwithstanding the little disappointment which some of the enthusiasts felt, both riders were greeted with

loud cheers. The time made was 1:57.

The Deciding Heat.

After a couple of minor events had been run off, the stars of the evening came out for the final race. In the third heat Michael's quad began to race with McCarthy's tandem. Such an unequal contest proved very easy for the larger crew. When the men on McCarthy's quad saw Michael's pacemakers passing the local flyer, they started out to the rescue, but too late, and Michael won as he pleased in 3:55½. Although the contest resulted in Michael's favor, it was a splendid exhibition on the part of the Canadian crack, and McCarthy added greatly to his reputation by his fine performance.

At the close of the contest Michael, with a flying start, and paced by his own quad and triplet, started to break McCarthy's record, but he could do no better than 1:58½.

W. N. IRWIN.

ASK FOR RECOGNITION.

The California A. C. C. and the Southern Cyclists' Association Apply for Membership in the I. C. A.

San Francisco, Cal., Aug. 23.—The newly organized racing body, the California Associated Cycling Clubs, has allied itself with the Southern Cyclists' Association and the officers of the associations have determined to make a big fight for recognition by the other cycling organizations of the world and have drafted the following, looking toward that end:

Heretofore, in all parts of the United States, the League of American Wheelmen has been accepted as the only governing body of cycling. That the two organizations which now address you have been forced to assume control in their respective localities is due primarily to the refusal of the League of American Wheelmen to grant to these localities the privilege of promoting cycle racing on Sunday.

To properly understand the situation

there must be considered the vast territory of the United States, the diversified characteristics of the people and the varied customs of the several sections. The League of American Wheelmen was organized in the northern states of the Atlantic seaboard. There its growth and development have been greatest, and there, through force of numbers, the control of the organization is held. Naturally its policy reflects the prevailing influences and conditions of that section.

It asserts absolute control of this form of the sport in the United States, requires every race meeting to obtain its sanctions therefor, and then refuses sanctions for the only day which in certain sections is available for the promotion of racing.

Cycle racing had just begun to grow in public favor when the league declared that it should not be sanctioned on Sunday in any part of the United States. The restriction on Sunday racing was keenly felt during the season of 1895, and much irritation arose therefrom. At the general meeting of the league, early in 1896, a proposition was made that the restriction on Sunday racing be removed in those sections where public sentiment was not averse to the promotion of amusements on the Sabbath. The proposition was rejected. Again it was presented at the general meeting of 1897, and again was rejected, and this time with such intolerant and illiberal expressions from a majority of the delegates representing the northern and eastern states as satisfied the friends of the measure that no consideration was to be expected by the rest of the country from that comparatively circumscribed section where the strength of the league happens to be massed.

As a result of what has been stated, the Southern Cyclists' Association has been called into existence in the southern states, and the California Associated Cycling Clubs, a pre-existing organization, has widened its scope and assumed control of racing in the state of California. These new associations represent the organized clubs, the tracks, the promoters and the racing men of their respective sections. For racing under the rules and sanctions of these associations the League of American Wheelmen has declared riders suspended for a term of years. From this action an appeal is taken to the International Cyclists' Association and the governing cycling bodies of the world, and protest is made against the recognition and enforcement of such suspensions by other cycling bodies; and the Southern Cyclists Association and the California Associated Cycling Clubs most respectfully ask recog-

dition as contemporary cycling organizations.

The Southern Cyclists' Association, by
JOHN DYMOND, JR., President.

The California Associated Cycling Clubs,
by A. P. SWAIN, President.

This original appeal has been filed with the International Cyclists' Association. Copies of the appeal, translated in the respective languages, have been forwarded to the various national cycling associations composing the International Cyclists' Association.

A Good Match Arranged.

A race is being arranged to take place at the Vélodrome between Charles Kraft, of the Bay City Wheelmen, and E. A. Bozio, of the Imperial Cycling Club. The men are great rivals for road honors, but it has been determined to bring them together on the track in a paced event, the distance to be twenty miles. Each man will supply his own pacemakers and the event will be the biggest drawing card ever given in this city, with the possible exception of the match race between Charlie Wells and Walter Foster held at the Pavilion this spring, when 5,000 people turned out to see the race.

S. B. V.

SOUTHERN CYCLISTS' ASSOCIATION.

The President Discusses the Objects of the
Organization—New York News

Notes.

New York City, Aug. 30.—Among the visitors to this city last week was President John Dymond, Jr., of the Southern Cyclists' Association, with headquarters in New Orleans. Regarding the existing conditions and future prospects of the independent movement in the south, Mr. Dymond said: "Our association is now discharging in the southern states the functions heretofore exercised by the L. A. W. The S. C. A. sanctions races in the south and although all participants in those races are promptly suspended by the L. A. W.

racing board, the S. C. A. does the same thing with the men who are racing under the L. A. W. rules."

Mr. Dymond said he would prefer to have no hostility with the L. A. W., but as Sunday racing is necessary to the sport in the vicinity of New Orleans the new organization will not attempt to come back into the fold until the league sanctions Sunday racing. In the meantime it will continue as a separate body, and has made application for recognition to the International Cyclists' Association.

Discussing Ordinances.

The long discussed proposed ordinance to govern the use of vehicles in this city which was prepared by the New York consulate came up again before the board of aldermen last Tuesday after having been returned by Mayor Strong. All the rules are satisfactory to his honor except the part permitting the trundling of bicycles on sidewalks. However, he is not adverse to having the objectionable section so amended that cyclists may trundle their wheels when the latter are so disabled that they can not be ridden. Since the board of aldermen sent the proposed rules back to the mayor, a committee of citizens have asked for another public hearing, and it is more than probable that it will be some time before the rules are adopted. An objection has been raised to the clause which compels trucks to carry lamps the same as bicycles.

New Jersey Division Growing.

The annual business meeting of the New Jersey division of the L. A. W. was held in Newark last Monday night and the reports of the various committees showed the division to be strong, both financially and numerically. The membership was reported to be 6,800 as against less than 5,000 last year, while the treasurer's report showed the total receipts of the year to be \$5,668.54 as against the expendi-

tures of \$3,896.67. A new road book committee was appointed and it was deemed advisable to inaugurate some method of increasing the membership, which the officers think is not as strong as it might be.

President A. L. Garford and Vice-President C. W. Dickerson, of the National Cycle Board of Trade, were in town last week, and of course rumors began to fly regarding bicycle trusts and combinations. Both gentlemen, however, stated that their visits to this city were on private business only and not in any way relating to board of trade matters.

Eck After Shafer.

Tom Eck was in town last week and issued a challenge on behalf of Kiser and Mertens to race Dave Shafer's stars, Loughhead and Michael. The only Eck wishes to match Kiser against Loughhead for a match race of mile heats with single, tandem, or triplet pacing, as the Canadian desires. In regard to Michael, Eck claims that as Shafer has announced him as ready to ride short-distance races, he can be accommodated in the person of A. C. Mertens, the five-mile champion. Eck is willing to match the "Flying Dutchman" against the "Midget" for a mile heat race paced to the three-quarter pole, after which the men are to finish alone. To date Shafer has not answered the challenge, and the inevitable smile hovers around the countenance of the famous Tom.

AL REEVES.

WHY WISE WEAKENED.

Bad Weather Prevented the Army Officer
From Breaking the New York-Wash-
ington Record.

Washington, D. C., Aug. 27.—Lieutenant Wise, of the Eighth Infantry, who, in the latter part of June made an unsuccessful attempt to break the cycle record between New York and Washington, will again try for it

within the next three weeks. Had the weather been favorable Wise would have broken the record, for he was considerably ahead of schedule time until he got into Maryland, where he encountered the most severe storm of the season, and had to give up the trip on account of the roads being impassable. Lieutenant Wise intends to start from the Washington end of the route this time, so as to get the benefit of the good New York roads for the latter part of his journey. He will be paced the entire distance, the Washington riders taking him to Baltimore, and the wheelmen of the latter city will carry him to Wilmington, Del. From this point he will be taken care of by New Jersey and New York riders. Should the weather be in his favor he will undoubtedly land the record.

Police Regulations.

Some time since the commissioners promulgated a set of police regulations governing bicycles, and before putting them into effect they invited the wheelmen of the city to make suggestions regarding the same. One of the regulations was to the effect that Pennsylvania avenue would be considered as two streets, and a wheelman suggests that this proposition be further considered. In his communication he says that the traffic departing or arriving from the sidewalks occupies the curb to a great extent on both sides of the street, and to this is added the large number of cars coming in opposite directions. The cyclists moving next to the cars add to the dangers. He believes that if the rule in operation on other streets of the city, that bicyclists travel alongside the tracks of cars bound in the same direction, the danger would be decreased to pedestrians and accidents due to a wheel coming too close to a car would be rare, owing to the nearly equal rate of speed at which they move. There would be, he concludes,

two main streams of vehicles, separated by a line midway between the two car tracks instead of six, two of cars and four of vehicles, as now proposed for the avenue.

Universal Lights Demanded.

The subject of universal lights is being constantly agitated, and many are the suggestions that have been made looking to a solution of this knotty problem. A well known cyclist of this city has called attention to the fact that while vehicles in the city should not be compelled to carry lights at night, yet beyond the city limits, where the roads are very dark, the law should be most stringent on this point. Every cyclist who has traveled at night has observed that when a light is approaching from the opposite direction the glare of the light makes everything back of it totally dark. Frequently carriages are back of these bicycles, but can not be seen because of the above fact. If they were provided with lights this danger would be avoided. Many agree that this is a most important matter for attention by the board of commissioners, especially in its application to the suburban roads, which are now extensively used by cyclists.

H. G. W.

GOOD CROWDS AT TACOMA.

The People of the Northwest Give Sunday Racing Their Enthusiastic Support—
Ziegler's Defeats.

Tacoma Wash., Aug. 21.—On the Pierce county fair grounds, today, was held the first bicycle race meet since the wheelmen of Tacoma seceded from the League of American Wheelmen. The meet was held under the auspices of the Tacoma Race Promoters' Association, the newly organized branch of the California Associated Cycling Clubs.

Over 1,000 spectators gathered to witness the battles between the riders from California and the speeders of

the northwest. The afternoon's programme comprised a two-thirds-mile open and a two-mile handicap for professionals and a one and a five-mile amateur handicap. The professional races were splendidly contested and were probably the best ever seen here.

The two-thirds-mile professional was a beautiful race and brilliantly contested. Hardy Downing proved to be the winner, with W. B. Vaughn, of San Diego, Cal., second, and George Sharrick, of this city, third. The last named is known as the "Northwest Wonder," and his friends fully expected that he would win, but, although he did not cross the tape first, he gave the Californians a good run for their money and defeated Otto Ziegler for third place, the latter finishing fourth. Ziegler seems afraid to let himself out for some reason. The tracks of the northwest are not banked as steeply as he is accustomed to, and this may be the reason for his repeated defeats.

The amateur events were well contested. Wing, of California, Shipp, of Salem, Cotter and Dow, of Tacoma, being the winners of the different prizes in the two events. Wing seems almost invincible in the amateur events and seldom lets himself out fully.

Summaries.

Two-thirds-mile, professional; final heat—Downing, first; Vaughn, second; G. Sharrick, third. Time, 1:30½.

One-third-mile, amateur; final heat—Wing, first; Shipp, second; Dow, third. Time, :49¾.

Two-mile professional, handicap—G. Sharrick, 50 yards, first; Bartholomew, 100 yards, second; J. Sharrick, 90 yards, third. Time, 5:45.

One-mile amateur, handicap—Wing, scratch, first; Cotter, 120 yards, second; Dow, 120 yards, third. Time, 2:20.

SECOND DAY.

Tacoma, Wash., Aug. 22.—Sunday racing evidently meets with the approval of Tacomans, if today's attendance can be taken as a criterion. Fully 2,500 people went out to the track today to witness a renewal of

yesterday's battles for glory and duels between the local riders and the men from the Golden state.

Allan Jones and W. B. Vaughn, the Californians, were the stars in the professional races and Johnny Wing had things all his own way in the amateur events. The time made in the professional races was very good, but the amateurs were a little slow, and although Referee Dorr put a limit on the final heat of the one-mile, he did not require the men to ride the race over when the time was announced as 2:39, four seconds over the limit. Mr. Dorr said that the race was well contested and that he would deliver the prizes to the winners of the slow heat.

The men who qualified for the final of the one-third-mile, professional, were George Sharrick, Downing, Ziegler, Allan Jones, Eddie Allen, Bartholomew and Whitman. At the gun Jones went to the front, followed by Allen, Ziegler, and Sharrick, and as the backstretch was reached the speed of the rear men began to increase, but Jones, who still kept in front, increased his gait proportionately, and held the lead into the stretch with Allen on his wheel and a beautiful race was looked for, but an unforeseen accident destroyed what otherwise would have been a grand finish. In some way Downing was thrown, and Bartholomew went down with him and Ziegler slowed for an instant, allowing Sharrick to pass him, the plucky Tacoma boy making a great effort to catch Allen and Jones, but in this he was unsuccessful, Jones winning a beautiful race by half a wheel from Allen, with Sharrick third. The spectators went wild over Sharrick's showing and he was cheered time and again as were Jones and Allen.

The field in the final of the one-mile open for professionals was a large one, the following men having qualified: Allen, Vaughn, J. Shar-

rick, Allan Jones, Jimmy Jones, Downing, Whitman, and Ziegler. Beemer was put in to act as pace-maker and did good work for over a lap, when Allen went to the front followed by Ziegler, who later dropped back out of the bunch. Vaughn started the finishing sprint with Jack Sharrick in hot pursuit and Ziegler coming around the bunch from the outside followed by George Sharrick. Vaughn finished first, Jack Sharrick second, and Ziegler third. Time, 2:18½.

Summaries.

Third-mile, professional—A. Jones, first; Allen, second; G. Sharrick, third. Time, :44¾.

One-mile amateur, open—Wing, first; Mott, second; Shipp, third. Time, 2:39.

One-mile, professional—Vaughn, first; J. Sharrick, second; Otto Ziegler, third. Time, 2:18½.

Two-mile amateur, handicap—Wing, scratch, first; Cotter, 60 yards, second; Shipp, 60 yards, third. Time, 5:23¾.

One and one-third-mile professional, handicap—Vaughn, 65 yards, first; Ziegler, scratch, second; Allen Spokane, third. Time, 3:15¾.

S. B. V.

A FORECAST OF SPRINGFIELD.

Racing Men Beginning to Train at Hampden Track—Prospects for Magnificent Racing.

Springfield, Mass., Aug. 30.—The influx of racing men which every year betokens that the big tournament is but a week or two distant has begun and from now on the Hampden park track will be crowded by the flyers. A comparison of the official list of events with those of previous tournaments in this city and elsewhere makes it safe to hazard the prediction that the coming Springfield meet will mark the greatest cycling event that the world has yet seen. Various circumstances tend toward this conclusion.

Primarily the tournament will be more of an international meet than any of recent years. Michael, the Welsh wonder, and Lesna, the crack French long-distance rider, who have been vanquishing American riders and cutting American records in marvelous fashion, will meet for the first

time at Springfield. Hendee and Rowe, ex-champions, and both strong favorites, will recall bygone days on the good old ordinary when Messrs. Pope and Overman had the bicycle business all to themselves; when 2:40 or better was a marvelous mile, and a man's sanity was questioned if he had the temerity to predict that some day the bicycle would outdistance the horse. A \$300 prize is sufficient guarantee that the race between Rowe and Hendee will not be a farce.

That Springfield with its superb track should have produced so few fast riders is frequently commented upon in racing circles. Hendee and Harry Tyler were notable exceptions to this rule, though even Tyler, strictly speaking, was not a Springfield rider.

This season and last, however, the Hampden park track has witnessed the development of some of the best amateur talent in New England. Hoyt and Newton, of the Warwick team, are graduate Hampden park amateurs and one or two of the present amateurs are likely to be heard from on the national circuit. These amateurs include Tenzler, Bly, Ludwig, Hall, Nelson, Gardner, Adams, Fuller, and Sackett. Fuller and Sackett are Hartford men. Keller and Stowe are the local "pros." J. B. McCune, formerly of the McCune Cycle Co., regards Tenzler as a comer. Mr. McCune, it will be remembered, was one of the first to discover the possibilities of Harry Tyler.

Pognon, Lesna's manager, will be in town at least a week before the tournament with a small army of pacemakers. Pognon has expressed his admiration of the Hampden park track in unstinted terms, though at first he had some doubts, owing to the absence of high banking at the turns. Pognon thinks that this country is lacking in long-distance riders. A twenty-five-mile match is about right for a middle-distance race, he thinks.

Springfield is likely to see considerable of the circuit chasers between now and the tournament, as most of the National circuit dates for the next two weeks are near enough Springfield to make it convenient for the men to train on Hampden park.

The Springfield Track.

The Hampden park track likewise improves with age, and its guardian, "Sandy" Sinclair—well, it would not be unfitting for one of the universities, which is prone to pass around degrees on the bouquet plan, to bestow upon "Sandy" a "B. A.," for track building is assuredly an art, and one that "Sandy" has reduced to an exact science. The present season has been a peculiarly trying one in which to keep the course in condition, on account of continued heavy rains. Notwithstanding the elements, however, it has been in perfect order all summer, and by tournament time the bicycle club might safely offer a reward for the discovery of the slightest deviation from a plane surface. Through years of constant effort to please, "Sandy" has won a popularity among racing men in general which he is not obliged to share with the autocrat of any other track in the country. He is firm in his belief that the Springfield course is the fastest in the country, and he is not alone in his belief. The Bridgeport (Conn.) track, "Sandy" says, is the only scientifically constructed cement track in New England. He admits that records have received a terrible punishing on the Charles River course, but is waiting for the same riders to appear on the Springfield track. E. W. P.

NEWS FROM GREAT BRITAIN.

Platt-Betts About to Sail for Australia—How the Mile Record Was Broken.

London, Aug. 21.—Last Saturday at Wood Green, before an attendance of 2,000, the second charity festival, in aid of the hospital fund, was held.

At Catford, earlier this season, a considerable loss was sustained, but on Saturday this was recouped with a slight margin. Nevertheless, the holding of two meetings annually in aid of the deserving object referred to has become so hazardous that it is unlikely the meetings will be repeated. The programme on Saturday was mainly composed of athletic events, the entries for which were very numerous. The cycle races comprised a half-mile handicap and a five-mile scratch race. The former was won by E. J. Callaghan, 20 yards, who beat A. J. Cherry, 25 yards, by a foot, P. W. Brown, 10 yards, being third. Time, 1:02½. The longer event fell to A. J. Cherry, who defeated Burmand by a wheel, West, of Putney, being third. Time, 12:09¾.

Betts Going to Australia.

Platt-Betts will sail for Australia on August 27. His intentions are to ride no matches, but to devote himself to breaking as many Australian records as may be at his mercy. On Friday evening he twice tied his own record of :23¾ for the flying quarter-mile in ineffective efforts to lower the same. Before leaving England he hopes to place all the records from the quarter to the hour to his credit. Given favorable weather he is likely to go for the hour record this week. I am writing before date.

From time to time Bearings has pointed out the virtues of the gear-case. Here is an instructive pointer from France. In the Paris-Dieppe (110 miles) road race the other Sunday, the weather broke up before the start. There were sixty-three starters. It poured rain and the roads were awful. Only one man, who was by no means fancied to win, possessed a gear-case. That man won the race.

News in Brief.

F. R. Goodwin has been reinstated as an amateur by the appeals committee of the N. C. U.

Bicycle polo, as played at the

Crystal Palace by four smart Americans, has caught on with the public.

Eighty riders were fined at Reigate on Saturday for scorching on the Brighton road—among them being Mrs. Ward, who recently broke the record.

The Wheel Club has closed its doors after an existence of little over a year.

It is stated that George Hunt's price for breaking the end to end record is \$2,500, with a substantial sum in the event of his failure.

F. W. Chinn is very anxious to ride a match against Arend, the world's champion.

The Great Western, London North Western, and South Western railways are said to be on the eve of ordering special vans for the conveyance of cycles, so heavy has the traffic become.

The last Sport and Play tournament at Aston, it is reported, proved financially a failure, for the first time since these meetings were inaugurated.

The Angel at Ditton, the Rialto of Harry Swindley, is to lose its beloved landlady, Mrs. Ayres, who is taking another house nearer town.

How Platt-Betts Got the Record.

London, Aug. 21.—On Thursday night, notwithstanding the high wind which prevailed, J. Platt-Betts accomplished a wonderful performance on the Crystal Palace track. Splendidly paced by Dunlop teams, and timed by Pem Coleman, Betts covered a mile, with a flying start, in the extraordinary time of 1:37¾, thus beating his own former best of 1:39¾, and McDuffie's world's record of 1:38½. Here are the fractional times:

		Previous British bests.	Holder.
¼ mile.....	:23¾	:23¾	Betts
½ mile.....	:47¾	:48¾	Betts
¾ mile.....	1:12¾	1:14¾	Betts
1 mile.....	1:37¾	1:39¾	Betts

On the previous evening, Betts, whose time in England is getting

short, made an abortive attempt to beat the hour record of 32 miles, 448 yards held by J. W. Stocks. Betts was not only impeded by the wind, but was twice hindered by accidents to the chains of pacing multiplets. He failed to equal Stocks' figures by forty-eight yards, doing 32 miles, 400 yards. En route, however, Betts established the following new world's records:

Miles.	Previous Best.	Holder.
14.....25:45 $\frac{3}{4}$	25:59.....	J. W. Stocks
15.....27:38 $\frac{3}{4}$	27:41 $\frac{1}{2}$	J. W. Stocks
16.....29:30 $\frac{3}{4}$	29:31 $\frac{3}{4}$	J. W. Stocks
20.....37:01	37:01 $\frac{3}{4}$	J. W. Stocks
24.....44:34 $\frac{3}{4}$	44:37 $\frac{3}{4}$	J. W. Stocks
25.....46:30 $\frac{3}{4}$	46:32 $\frac{1}{2}$	J. W. Stocks
26.....48:22	48:24 $\frac{3}{4}$	J. W. Stocks
27.....50:14 $\frac{1}{2}$	50:19.....	J. W. Stocks
28.....52:06 $\frac{3}{4}$	52:09 $\frac{3}{4}$	J. W. Stocks
29.....54:07	54:01 $\frac{3}{4}$	J. W. Stocks
30.....55:50 $\frac{3}{4}$	55:50 $\frac{3}{4}$	J. W. Stocks

On Thursday, over the South Road fifty-mile course, F. W. Chase, riding a Barker's compound crank safety geared to 94 inches, beat the record by 15 minutes, 41 seconds. Chase's time was 2:07:19, the previous best being Wridgway's 2:23:00.

Police Outrages.

Elsewhere I have alluded to the wholesale prosecutions of London riders at Reigate last week. The occurrence has roused a considerable amount of feeling among cyclists, more particularly those frequently using the Brighton road. There is some talk of a funeral procession of cyclists through Reigate next Sunday, headed by a cornet player (for the "Dead March"), and every one armed with a big bell. Another suggestion is the formation of a fund to employ a solicitor to watch all cases at Reigate, and, if possible, to picket the road on fine days. A famous cyclist, writing to the Daily Mail, says: "I suppose wheelmen will have to wait and form parties for mutual protection, like the pilgrims or the travelers in the days of highwaymen. A nice thing at the end of the nineteenth century" Two local constables in plain clothes, dark blue, with their trousers folded at the

ankle, are said to patrol the road near Red Hill on a tandem, sometimes with another policeman hanging on on a single. Woe betide the cyclist who races, or passes, these agents provocateurs, as Hillier dubs them.

C. W. HARTUNG.

A METROPOLITAN POT HUNT.

Circuit Chasers Take a Day off and Ride at Newark—Stevens Gets the Mile Open.

Newark, N. J., Aug. 28.—Orlando Stevens took the mile open at the meet of the Atlanta Wheelmen of this city on the Waverly Park half-mile track today. The track was not in shape for good racing, but fast times were made. The meet was not on the National circuit, but a number of the National circuit followers and pot hunters met and the circuit men came out in the lead as usual. The meet was not well attended, although the National circuit meet two weeks ago was attended by a large sized crowd. Stevens won the mile open and, as they say in the story books "Thereby hangs a tale."

As is well known, McFarland and Stevens work well together. The great team of "I and Stevie" forms a giant trust that oftentimes lowers the colors of great men of the path. "Major" Taylor was a disturbing element today, and the "Majah" forced Stevens to win a race and to show his ability. The Iowa sprinter showed conclusively that aid is not needed in winning his races, although many thought that it was McFarland who turned the trick for his pard. The thing was this way. In the mile open, Murphy and Stevens fought for the pacemakers and "Brother Charles" won out, Stevens taking his rear wheel. McFarland followed. At the bell, "Major" came up suddenly along the pole, and, passing the first pacemaker, secured the position back of the second pacemaker before the

others were pulled up. Murphy jumped out and caught the rear of Taylor, and Stevens followed with McFarland on his rear.

Stevens Starts for Home.

At the quarter McFarland went by the line in front and Taylor jumped to his rear on the pole. Stevens was nipped and secured the outside of Taylor in the soft going, without the benefit of the pacing McFarland might have given him. At the head of the stretch Stevens tired of his position and started for home and Taylor tried to pass on the pole, failed and then went round the outside of McFarland, shooting down the stretch after the fleeing Orlando. The race was a pretty one, won by Stevens by a length. The work of McFarland benefited Stevens but little, the Iowa man winning an earned run.

Ertz had things much his own way in the amateur class and added two to his score of firsts this season. Ertz was alone on scratch in the final of the half-mile handicap amateur. Three men held down ten yards—Babcock, Varley, and Ruel. Ertz headed the field at the quarter and came all the way. Ertz was pushed hard by the second man, but held something up his sleeve, coming all the way to the tape and winning in the hard drive by two feet from Ruel, with McGuire, a 30-yard man, third. The time was 1:05¾.

Sprint Men Won.

McFarland just failed to qualify in his heat of the mile handicap. "Major" Taylor took his heat in his usual clever style. Taylor had scratch and Titus looked back from 20 yards. Taylor got away in great style and closed with Titus on the turn, the two catching Fred Sims. Five men formed in the back bunch and nine in the front bunch. Hadfield was with the back markers who were carried along by Titus and then by

Taylor. The darkey made his move too late and the long-mark men knew a thing or two, keeping the pace warm all the way. Titus went too late. Hedstrom, Lee, and Joe Harrison finished less than a length apart all around. Taylor beat Titus in a hard brush clear in the rear. The time was 2:06¾.

Summaries.

One-mile open, professional—Stevens, first; Taylor, second; Murphy, third. Time, 2:09¾.

Half-mile handicap, amateur—Ertz, scratch, first; J. Ruel, 10 yards, second; J. J. McGuire, 30 yards, third. Time, 1:05¾.

One-mile handicap, professional—Hedstrom, 140 yards, first; A. S. Lee, 140 yards, second; Joe Harrison, 120 yards, third. Time, 2:06¾.

One-mile open, amateur—C. M. Ertz, first; John Ruel, second; O. V. Babcock, third. Time, 2:20.

F. ED. SPOONER.

"OWNS THE WHOLE WORKS."

The Denver Wheel Club Wins Two Big Events—Details of the Relay Race.

Denver, Colo., Aug. 29.—The popular choice of color changes occasionally, but just now the demand in Denver is generally for orange and black. The Denver Wheel Club "owns the whole works." The scalps of the belligerent Indians dangle at its belts and the big Sterling cup will soon adorn the marble mantle-piece in the parlor of its new clubhouse. And therefore the potatoes are long and deep.

Two great victories for the D. W. C. have within a week put that club away at the top among Denver cycling organizations and threaten to cause a great puffing of heads and lifting up of chins. The first victory was over the Arapahoe Wheel Club in a fifty-mile track relay. The second was over all the clubs of Denver in the second annual 100-mile relay on the road. Both were decided and complete.

The Track Race.

The first race was ridden a week ago yesterday on the Denver Wheel Club track. The two teams were composed of ten men each, the relays

being each five miles long. Considerable confusion attended the conduct of the affair and the officials, assisted by many unnecessary volunteers, got hopelessly mixed up and protests were as thick as leaves in October. Nevertheless, it was beyond question that the Denver Wheel Club had the best team. The Arapahoes gained in only one relay, the first, and after that were lapped four times, the track being a three-lap track. The time of the D. W. C. for the fifty miles was 2:08:31. The two teams were made up as follows:

D. W. C., Maxson, Watts, McGinnity, McMillan, Youngs, Prescott, Becker, Marshall, Himstreet, and Heil; A. W. C., Sanford, Eaton, Demorest, Schultz, Fredericks, Mohr, Baxter, Keller, Robinson, and Beggs.

The Road Race.

The 100-mile relay race yesterday afternoon was the greatest sporting event of the year in this vicinity. It was the second in the series to be ridden for permanent possession of a costly cup presented last year by the Sterling Cycle Works. The contest is open to all clubs of Colorado and Wyoming and to win the cup a club must conquer three times in succession. Last year after a hot fight and a hotter quarrel afterward the cup was awarded to the Denver Athletic Club, in the reading room of which the trophy had reposed till ten days ago when it was put on exhibition. Unless the customary protest proves in this case well founded the cup will go now to the Denver Wheel Club, to be held a year.

The race was over the famous Sand Creek course, twenty-five miles out on the road and return twice. No train was run for the accommodation of spectators, but several thousand people nevertheless saw the race, going out to the course on wheels or in carriages. The excitement was intense and the contest stubborn and fast.

The race started at 1.10 o'clock. At the end of the first ten miles the Denver Wheel Club, Y. M. C. A., and Arapahoe riders finished close together in a fine sprint, while the Denver Athletic Club, Rambler, and Burlington men came in together a minute later. This division was maintained for five relays, approximately. The beginning of the sixth made a marked change all around. Then McGinnity, of the Denver Wheel Club, a deaf mute who is the hero of the club by reason of his phenomenal work in the last two big events, made a big jump and got a lead which was maintained, with only a slight reduction to the end of the race. The Arapahoes dropped back steadily, and the Ramblers and Burlingtons were hopelessly lost.

Only the Denver Athletic Club gained, and from a position over five minutes in the rear at the end of the sixth relay drove up to a position only one minute and twenty-seven seconds behind the Denver Wheel Club at the end of the race. This great gain was due to the furious riding of Ellett, Wheelock, Smith, and Marshall. The Denver Wheel Club was too far ahead to be caught, but four miles out on the last ten miles Marshall caught Kreutz, of the Y. M. C. A., and together they made a last gallant effort to win the race. It was in vain, but their close finish was the most exciting event of the race. Himstreet, for the Denver Wheel Club, came in easily the winner, and Marshall took second place in a fine sprint of fifty yards at the finish that was like a track event. In this last relay Wohrman, of the Ramblers, though fighting a lost fight, made the fastest relay of the race, riding his ten miles in 26:20. Of the Denver Wheel Club men, McGinnity, Prescott, and Himstreet most distinguished themselves.

The Y. M. C. A. put up a game race, and because of their sportsman-

like conduct won the sympathy of the spectators. Unquestionably the end of the race would have been closer had not the Denver Athletic Club men had hard luck. Beatty got a puncture in the second relay, and but for the kindness of a Denver Wheel Club relief man, who waited by the roadside with an extra wheel which he loaned to the D. A. C. rider, would have been totally lost. Another rider happened to be out of condition, and these little things set the club farther back than it should have been on its merits. The Y. M. C. A. and the Rambler men suffered mishaps in the dropping of the packets that had to be carried to the end of the race.

The Usual Protest.

The threatened protest is on the ground that at the end of the third relay Seltzer, of the D. W. C., passed his packet to Maxson outside the 100-yard limit. The point is disputed, plenty of witnesses being available for each side. The judges, to whom a protest was made on the spot, declined to entertain the protest, but it is likely to be carried to the meeting of the Associated Cycling Clubs tomorrow night.

The winning team of the Denver Wheel Club was made up of P. J. Becker, Henry Youngs, Jr., Earl Seltzer, L. N. Maxson, F. A. McMillan, S. McGinnity, Ben Wright, T. R. Prescott, Joe Heil, and W. A. Himstreet. E. A. B.

THE AUSTRALIAN AMATEUR.

The Antipodeans Having a Hard Time
Settling His Status—Winnings of
the Cracks.

Wellington, New Zealand, Aug. 5.—At a full meeting of the delegates of the New Zealand Cyclists' Alliance, held in Christchurch on the 14th inst., the important question of amalgamation with the governing body of the professional branch of the sport was discussed, and the speeches

were of a rather warm nature at times. A vote of censure on the delegates who had signed the circular to the affiliated clubs in reference to reorganization was moved, and was only lost by one vote. The circular referred to proposed that the alliance and the League of New Zealand Wheelmen should unite, and that amateurs and professionals should compete in the same races, the rider who wished to retain his amateur status taking trophies for his winnings, and the professional taking cash prizes. This was certainly a very big climb down for the amateur definition as it at present stands in this country, which is as follows:

An amateur is one who has never knowingly competed with or against a professional, or any person under suspension, for a prize of any description, or in public (except at a meeting specially sanctioned by the Alliance); nor made pace for, or been paced by, a professional, or person under suspension.

The American Precedent.

It is recognized all over the colony that something must be done to put the amateur racing on a better footing, but such a proposal as the above was regarded as likely to sink the whole ship and crew of amateurism. F. B. Wilkins, who came to this colony some time ago from California, has been moving in the matter of bringing the two branches of the sport together in New Zealand, but whether the subsequent action taken at the meeting was in any way due to his influence I can not say. It is a fact, however, that the meeting looked to America for a precedent in the matter, and very wisely and unanimously decided to confer with the league with the view of having the sport placed on practically the same footing as it is in America. The amalgamation of forces in the form at present proposed does not, however, appear to meet with the approval of the clubs affiliated to either of the bodies, as many of the clubs have instructed their

delegates on the executives of both the alliance and the league to vote against the proposal.

Railroads Becoming Reasonable.

The railway department of New Zealand is sending to America for a supply of collapsible crates for the purpose of testing their suitability for the carriage of bicycles on the railways of the colony. This is the outcome of representations which have from time to time been made to the department by various cycling bodies. Cyclists have indeed had cause to complain of the damage their property has suffered when they have had occasion to travel by rail, as it has been the practice hitherto to bundle the wheels into the ordinary good vans among the general collection of baggage. It is now intended to put on special vans at holiday times when traffic is heavier than usual and a great many machines are carried on the railways. These vans will be divided into three compartments, and constructed in such a manner as to give easy access to the machines at wayside stations. A small extra charge will be made for the use of the vans.

Several alterations in the scale of rates and charges for the carriage of bicycles on the railways are also announced. Bicycles accompanying passengers will be charged at the following rates for each machine seated to carry one rider only: Not exceeding twelve miles, three pence; above twelve miles and not exceeding twenty-five miles, six pence; above twenty-five miles and not exceeding fifty miles, one shilling; each additional fifty miles or fraction thereof, three pence. Bicycles seating more than one rider will be charged full rates as above for the first seat, and half rates additional for each seat additional after the first. Each passenger will only be allowed to take one bicycle at these rates.

An interesting list of the winnings

of riders in Victoria during the 1896-97 season has been published by the Australian Cyclist. C. O. Tebbutt, this year's winner of the Australian Natives' Association Wheel race, heads the list with \$2,210 to his credit, made up by four firsts and four seconds. C. B. Kellow, the winner of the Austral Wheel race, comes next with \$2,170, which he scooped by crossing the tape first on seven occasions, second twice, and third four times. R. Walne, the Queenslander, occupies third place with \$1,700, with a record of twelve firsts, eight seconds, and five thirds. The New Zealander, A. J. Body, is fourth with \$1,535, A. A. Middleton, fifth, with \$1,275, and W. Martin, sixth, with \$1,122, and to secure this "The Plugger" scored eleven firsts, four seconds, and six thirds. J. E. Clinton won \$625, J. Megson, \$705, M. Porta, \$1,160, M. Stevenson, \$720, and D. J. Walker, \$520. Walne heads the list of winners in scratch races, Porta, Megson, and Martin following in that order. A. B. McDonnell's check from Victorian races amounted to \$100. A reference to the machines ridden by the competitors shows that American wheels are responsible for the bulk of the prize money. Clinton and Tebbutt rode White Flyers, Walker rode a World, Kellow and Martin Red Birds, Middleton a Yellow Fellow and an Osmond, Megson a Rover and a Humber, Porta a White Flyer and a colonial make. Walne rode a Dayton and Bode a Dux (colonial make).

The League of New Zealand Wheelmen has made application for admission to the confederation of Australasian leagues. The League of New South Wales Wheelmen has reported favorably on the application, and the other Australian leagues are now considering the application. Should the other colonies come into line, the professional branch of the sport throughout Australia and New Zea-

land will be governed by one set of rules. The affiliation, should it eventuate, will help the sport along considerably in this colony.

Must Use Brakes.

It is worthy the attention of exporters that there is a disposition among the governing bodies to compel cyclists to have their wheels fitted with brakes. At present there is no such by-law in force in Wellington, but the county council of the Hutt, which is the chief resort of cyclists from this city, and which is situated but some ten miles out, has passed a set of regulations among which is one making it compulsory for all machines found in that district to be fitted with efficient brakes. This by-law does not refer only to those cyclists who are residents in the district named, but also to visiting riders. Thus it is a great hardship at present upon cyclists visiting that district, but who are residing in districts where no such law is in force. But it is only a matter of time when such a law will become universal throughout the colony, and recognizing this, the council of the New Zealand Cyclists' Touring Club has urged the Hutt county council to stay its hand until the matter becomes one of general enactment throughout the land. But it is sure to come, and American makers will do well to see that in future their wheels intended for New Zealand are fitted with efficient brakes.

While the county governing bodies are considering the regulation of cycling, it is also satisfactory to note that, in New Zealand at least, they are at the same time disposed to look after the comforts of the ever-increasing army of wheelists. With this in view they are passing regulations compelling owners of vehicles to increase the width of the wheel tires, thus lessening the cutting up of the road surfaces.

The new cycling track at Wanganui, which is being laid at a cost of

\$5,000, is nearing completion, and it is intended to open it on November 9 (Prince of Wales' birthday), with a big amateur sports meeting, the professionals following with a two days' meeting on Boxing day and New Year's day.

The New Zealand Cyclists' Touring Club continues to win cases brought in court against drivers of vehicles for breaches of the rules of the road. Last week it succeeded in getting a driver fined \$5 and \$12 costs for an offense of this nature, the presiding judge remarking that in any future case of the kind brought before him and proved he would inflict a much heavier penalty. It is just twelve months since the club made an unpretentious start in this city, and today its membership is only a baker's dozen off 1,000.

Betting on Cycle Races.

Horse racing is looked upon as the sport which has fostered gambling and betting more than any other. Whether that is a fact I am not going to endeavor to settle. But it is a fact that if cycling as a sport continues to progress in Australia at the rate it has done in the past it will not be long ere as much money will be staked on the result of a bicycle race as a horse race now carries in Australia. Betting and gambling seems to be almost as inherent a proclivity in human nature as that of the desire to depart from the paths of rectitude. The Englishman bets and gambles on almost anything—chiefly horse racing; the Spaniard does likewise on cards, while John Chinaman is no less a sinner in respect to fan-tan. And now the officers of the League of New South Wales Wheelmen want their big handicap race in November next to be made the object of a gigantic sweepstake, such as are being continually carried out in connection with the big events on the Australian turf.

To foster gambling and betting is

altogether antagonistic to the principles of the Australian cycling leagues. Many will argue that the proposal of the Sydney league is not one of this nature, and this may or may not be true, but there is no doubt that it is the thin end of the wedge, which, having been started on its course by the officers of the league, will be effectively driven home by the bookmaking fraternity of Australia. As it stands at present, the secretary has been instructed to write to Mr. Adams, the well-known Tasmanian sweep promoter, with regard to putting a big sweep on the Sydney cup at their November carnival. By this means, the officers argue, their carnival will be boomed and advertised in such a manner as would be impossible were the usual method of advertising relied upon. The league lost considerably over their last sports meeting, and the officers are anxious to recoup that loss.

Another fatality in connection with road racing in Australia has to be chronicled. In a twenty-five-mile race at Essendon, a suburb of Melbourne, William L. Robinson, a lad of nineteen, was placed on scratch. He decided to race on a light track racer weighing only 18½ pounds, notwithstanding the remonstrance of the starter, an old-time brilliant performer on the race track. Robinson had covered twenty miles of the distance in good time, and was rapidly overtaking his men, when the head tubing of the machine snapped just above the crown. Poor Robinson's head and face struck the road with a terrible crash, and when he was picked up he was found to be mutilated almost beyond recognition, his nose being smashed in and the whole of his face and upper part of his head, as well as the right side of his neck, being fearfully cut and torn. When picked up he was breathing slightly, but was quite unconscious, and died shortly after.

The many accidents resulting from the over-watering of the Sydney streets have at last brought about combined action on the part of the cyclists of that city. Previous deputations from individual bodies have waited upon the authorities with regard to an improvement in the matter, but without success. Now a deputation representing the League of New South Wales Wheelmen, the New South Wales Cyclists' Union, and the Cyclists' Touring Union of New South Wales will interview the City Fathers, and if they can not get satisfaction this way, these bodies have resolved to work hard to secure the return of wheelmen's candidates at the municipal elections to be held there shortly.

It is said that J. W. Stocks and J. Platt-Betts, the two speedy English riders, are sure to come to Australia shortly. The former has written to the League of Victorian Wheelmen asking for information regarding the holding of paced races should he come. A. E. Walters is also said to be sure to visit Australia, and will come out with Stocks.

The Redfern (Sydney) Cycling Club's handicap road race last month was won by G. C. Stuart on an Acme, while the time prize was won by J. P. Hayes, on a Cleveland, the latter's time from scratch being 45:41. The distance was fifteen miles and up a slight incline. W. CASTLE.

TO IMPROVE DOWNTOWN STREETS.

Chicago's Commissioner of Public Works Confers With the A. C. C.—Camp Harrison Non Est—Local Races.

Chicago, Aug. 31.—Camp Harrison has passed into history. After a fortnight's ephemeral existence the white-tented town has vanished, to be re-established next summer. Although the unseasonable, chilly weather somewhat cooled the ardor that should have made the affair a

grand success, enough interest was evinced in the experiment to warrant the determination to make the encampment an annual affair. There were a large number of visitors to the camp, and a fair number made it their regular headquarters for the two weeks. The wheelmen were well received by the mayor and citizens of Winnetka, who, with their ladies, were frequent callers at the village of tents. Ladies' nights at the camp were especially attractive, and the wheelmen took their final departure with not a few regrets.

Determined to Improve Downtown Streets.

Commissioner McGann is certainly bent upon improving the downtown streets of Chicago for the benefit of the cyclists. At a very cordial conference between himself, Superintendent of Streets Dougherty, and Alderman Martin, on the one side, and a delegation of Associated Cycling Clubs representatives on the other, last Monday, Commissioner McGann had the following to say:

So long as our money lasts we will do anything that you ask within reason to improve the streets. We will immediately and without further talk commence to patch up holes and fix crossings. If you report to us street car crossings and tracks that are dangerously out of grade we will order them repaired, and if the repairs are not made we will do the work and charge it to the corporations. I will get up a special blank on which you can make out complaints against the street car companies, and I will see that they are attended to.

I favor your plan to commence a general agitation for better streets downtown. I think you will find the property owners downtown in the mood to meet you half way. I think agitation and mass meetings will bring it about, and I will come to your meetings and will put at your command all the information of value to you which I may possess.

Immediate Repairs to Be Made.

It is the intention of the commissioner to proceed at the earliest possible moment with the repair and improvement of Dearborn street from the river to Jackson boulevard; of

Michigan avenue from the river to Jackson boulevard, and of Washington street from the river to Michigan avenue.

A meeting of the Associated Cycling Clubs and the local consulate of the L. A. W. will be held Thursday night for the purpose of drawing up plans for proposed legislation and immediate improvements, to be submitted to the commissioner. A general mass meeting will then be called and committees appointed to call upon property owners on the streets in most urgent need of repaving and repair to secure their co-operation. Alderman Martin told the wheelmen that there is a clause in the Lake Front park ordinance which provides for the construction of a twenty-foot cycle path east of Michigan avenue from Park Row to Randolph street.

By a recent order of the South park commissioners, traffic teams are now excluded from Jackson street boulevard in the heart of town as much as possible, being permitted to use the asphalted street only when it is necessary to load and unload upon it.

Street Cars Will Carry Bicycles.

For several years there has been an ironclad rule among all the street railways of Chicago against the carrying of bicycles on the street cars. This was broken this last spring by the South Side Elevated road, and now two electric surface lines have issued orders permitting the carrying of bicycles on the rear platforms of their cars. It is anticipated that the others must soon follow suit. In a city of such limitless expanse as Chicago, this will be a great boon to cyclists, since it will not only permit them to easily reach home in case of puncture or other accident, but will also open up new territory to those unable or unwilling to ride forty or fifty miles in a day.

The first pursuit race ever run in Chicago was the team race between

five members of the Englewood Wheelmen and five South Side Cycling Club speedy amateurs, last Saturday, on the Parkside track. S. B. Scace, D. E. Thomas, A. J. Doughty, Fred Nelson, and Frank Gillis composed the Englewood team, and E. Llewellyn, S. Hogan, J. Donnell, G. H. Boomer, and J. Overton represented the South Sides. The two teams started from opposite sides of the track, and the Englewoods won in two and a half miles, two of the South Side C. C. men colliding and being thrown out of the race.

The summaries of the meet are as follows:

One-mile novice—R. J. Kennedy, first; L. H. Arms, second; Carl Fengel, third. Time, 2:37½.

Two-mile handicap, amateur—S. B. Scace, 40 yards, first; J. H. Ackhurst, 75 yards, second; H. W. Ogren, 75 yards, third. Time, 4:40½.

Half-mile open, Lake C. C.; final heat—G. H. Meiser, first; R. J. Kennedy, second; N. J. Bruck, third. Time, 1:15½.

One-mile open; final heat—G. H. Meiser, first; A. E. Scace, second; L. Honig, third. Time, 2:47½.

Five-mile handicap, club race—N. J. Bruck, 50 yards, first; R. J. Kennedy, 75 yards, second; W. E. Ten Broeck, 150 yards, third. Time, 13:01½.

Five-mile team pursuit race, between Englewood Wheelmen and South Side C. C.—Englewood Wheelmen won in two and a half miles. Time, 6:38.

J. D. Andrews and F. G. Clark lowered the Chicago-Waukegan tandem century record to 5:43:00 last Sunday. The former record stood at 6:12:29 and was held by A. E. Smith and C. A. Wescott. Andrews and Clark are the men who were arrested in Lincoln park last Sunday for scorching when they were making an attempt on the record.

Pearson Wins First Time.

The annual ten-mile road race of the Illinois C. C. was run off over Austin boulevard Saturday afternoon. There were 148 starters. H. W. Robertson, with a handicap of 5:30, finished first in 28:23, winning a handsome bicycle. R. G. Campbell, picked as a winner, won second place from the 1:00 mark. First time prize, a fine gold medal, was won by Frank Pearson, from scratch, in 23:54, almost breaking the club record. The real contest in the event was between the scratch men,

who finished together in forty-ninth, fiftieth, and fifty-first places, G. E. Lange winning second time in 24:54½, and A. J. Caisson third time in 24:54½. The first twenty-five to finish, and their handicaps and times, were as follows:

Po.	Name.	Hdep.	Time.
1—	H. W. Robertson	5:30	28:23
2—	R. G. Campbell	1:00	29:53½
3—	C. Fogerty	5:30	28:23
4—	W. J. Denier	6:00	28:55
5—	F. H. Keefer	3:00	28:01
6—	J. Denker	3:00	26:08
7—	C. L. Kent	3:00	26:08½
8—	C. T. Knisely	3:00	26:09
9—	P. E. Taft	4:00	27:09
10—	J. D. Wilson	3:30	26:40
11—	C. F. Wilson	4:00	28:11
12—	J. H. Connell	5:00	27:42
13—	A. T. Schroeder	4:00	27:13
14—	W. J. Fisher	5:00	28:17
15—	L. H. Richardson	4:30	27:48
16—	C. E. Jordan	3:30	26:49
17—	M. Trievers	6:30	29:49
18—	C. H. Ladd	4:00	27:29
19—	R. T. Durell	3:00	26:30
20—	H. J. Kennedy	3:00	26:35
21—	W. B. Huey	4:30	29:00
22—	F. A. Lundenburg	3:30	28:01
23—	E. J. Kralovec	4:30	29:02
24—	J. B. Pierce	5:00	29:33
25—	H. L. Williamson	5:00	29:36

H. W. P.

WORCESTER'S LONG PROGRAMME.

Bald Wins the Mile Open, While Johnson Lands the Lap Race—Interesting Events.

Worcester, Mass., Aug. 31.—One of the longest programmes of the season was run off at the National circuit meet in this city today. The races started promptly at 1.30 and did not close until seven o'clock in the evening in the dark. The racing was continuous and no time was wasted in waiting for men as Lon Peck was starter.

The half-mile horse track was in poor condition and could only be ridden on the pole. In the inclosure of the track there were large tents and circus wagons which prevented any possible seeing of the races on the backstretch. There were present about 3,000 people. They were kept interested in the races until the very close of the large programme.

John S. Johnson seemed to be their favorite and he was cheered for nearly five minutes upon his splendid

ride in the three-mile lap race. Tom Cooper was not present at the meet. Earl Kiser had one eye closed by the swelling caused by a boil just above the eye lash and could not see to ride with but one eye.

E. M. Blake, of Keene, N. H., defeated John S. Johnson, of Worcester, Mass., in a mile race paced by a tandem for the amateur championship of the New England states. The time made was 2:08 $\frac{3}{4}$.

The "Major" Pushes Bald.

The mile open, professional, was the first race run, and was paced by Newhouse and Steenson, the latter taking the first half. Twelve men started in the race. In the shove-off, Oldfield caught the pacemaker with Gardiner, Taylor, Bald, Newton, and Mertens following, and the rest bunched. With the change of pacemaker there was a general shifting of the men. Taylor took second position with Newton, Mertens, and Bald following. Gardiner had been displaced from his position and was back in the line. Coming around into the homestretch, Bald led the field with "Major" Taylor hugging his rear wheel and hardly able to hang on.

Watson Coleman had Taylor's rear wheel. Newton was on the outside riding in soft dirt, and Gardiner was on the pole, pocketed. Twenty yards from home Gardiner cleared himself and jumped from seventh position into fifth place, and ten yards over the tape had passed the bunch. Bald won out by a length from Taylor, with Coleman a close third. The time was 2:13. Oldfield, Brown, Mertens, Maya, Mosher, Aker, and Weinig also ran. Nat Butler, Tom Butler, and Johnson had failed to qualify.

Johnson's Popular Win.

The three-mile lap race proved a popular win for John S. Johnson. Eleven men lined up on the tape for the final—Mertens, Nat Butler, Kimble, Aker, Newhouse, Johnson, Titus,

F. Butler, Taylor, Randall, and Newton. Bald and Gardiner did not ride in this race. Titus won the first lap, Frank Butler, second, and Aker, third. The second lap was won by Nat Butler in a close finish from Titus, with Kimble third. Aker won the third lap from Nat Butler, with Newhouse third. Johnson had been lying back in the rear for the first three laps and on the fourth worked his way to the front. The fourth lap was won by Frank Butler by less than a foot from Johnson, and Newhouse was third. The fifth lap was won by Johnson in a close finish from Frank Butler, the two riders leading the field by thirty yards. Nat Butler was third. The sixth and last lap was won by Johnson from Frank Butler by half a wheel, with Mertens in third position, and Newhouse in fourth. Johnson was the favorite of the day and upon his winning the last two laps, the people in the grand stand rose to their feet and cheered him for fully five minutes. No rider had received such plaudits since the popular win of Walter Sanger at the national meet at Louisville in '96. Johnson and Frank Butler tied in points for first place with nine points each. Titus secured third position with six points, and Nat Butler was fourth with five points. The time was 7:21 $\frac{3}{4}$.

The Handicap.

Twelve men had qualified in the five-mile handicap for the final. Frank Starbuck started in this race from scratch, but did not qualify. He still felt the effects of his record-breaking ride with Lesna at Boston. Nat Butler was the lone scratch man who had qualified and started. Becker was the nearest man with 70 yards and Coleman and Brown 150 yards. F. A. Albert was the limit man with 370 yards. Butler closed with Coleman and Becker in the first lap and the three took turns in pac-

ing and closed with the bunch in the fourth mile. Coleman led the men into the stretch and won out from J. J. Casey by half a length. L. B. Arnold defeated P. McLean for the third place. F. A. Albert was fifth and F. H. Townsend sixth. Six prizes were given. The time was 11:49½. Nat Butler had been pocketed and could not get out in time for the finish.

Summaries.

One-mile novice—E. P. Cook, first; H. F. Henry, second; W. W. Cheney, third. Time, 2:37½.

One-mile open, professional—Bald, first; Taylor, second; Coleman, third. Time, 2:13.

Two-mile handicap, amateur—D. Daley, 70 yards, first; A. F. Wisner, 50 yards, second; William Bain, 115 yards, third. Time, 4:54.

Three-mile lap race, professional—Frank Butler and John S. Johnson, tie for first, 9 points; Titus, 6 points, third; Nat Butler, 5 points, fourth. Time, 7:21½.

One-mile open, amateur—John S. Johnson, first; R. F. Ludwig, second; E. M. Blake, third. Time, 2:30½.

Five-mile handicap, professional—Watson Coleman, 150 yards, first; J. J. Casey, 275 yards, second; L. B. Arnold, 250 yards, third. Time, 11:49½.

Two-mile lap race, amateur—R. F. Ludwig, 9 points, first; V. Ekberg, 7 points, second; J. Clark, 4 points, third. Time, 5:13½.

Five-mile handicap, amateur—A. F. Wisner, 75 yards, first; J. Clark, 90 yards, second; D. Daley, 120 yards, third. Time, 12:52½.

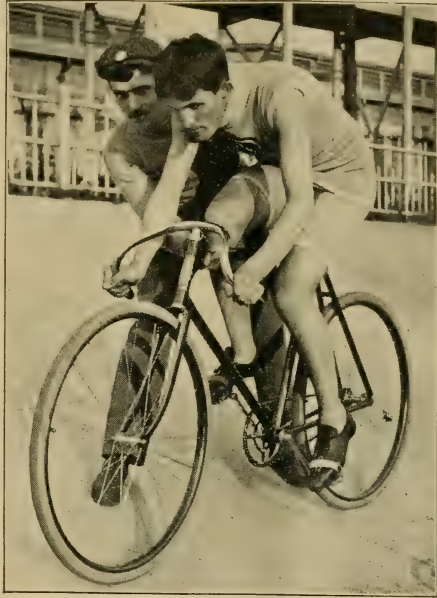
F. E. S.

MICHAEL AFTER RECORDS.

Detroit, Mich., Aug. 28.—Jimmy Michael made his first appearance here today before an attendance of about 2,000 people, who cheered the game midget during his record trials. He first tried for the flying start paced mile record, paced by Callahan, Pierce, Ernie Johnson, Keys, Leonert, and Walsh on a sex and Stone, Skelton, Blanchard, and Bainbridge on a quad, but the best he could do was 1:43½. His second trial, the five-mile record attempt, was spoiled by rain, but the sun came out afterward and he got up again with the following teams to pull him around: Callahan, Pierce, Leonert, and Walsh, L. C. Johnson, Skelton, Hideweiler, and E. C. Johnson on quads, and Stone, Blanchard, and Bainbridge, and Esperon, Fred Schrein, and Keys on triplets. Dave Shafer says that he would have gotten the record but for the pacemakers

disobeying his instructions. The time for the five miles was 9:12½.

Fred Loughhead was beaten by Cliff Haskins, of Cleveland, who, it is said, has not lost a race this year. The Canadian would doubtless have won,



C. B. HASKINS.

but he was crowded off the track at the start and had to ride a full lap unpaced before he could catch the field.

Summaries.

One-mile novice—John Hart, first; John Neary, second; W. Coloff, third. Time, 2:34.

Two-mile handicap, amateur—E. Phelps, 210 yards, first; John H. Gardner, 250 yards, second; John Hart, 230 yards, third; W. S. Baldwin, 180 yards, fourth. Time, 4:11½.

One-mile open, professional—C. B. Haskins, first; Fred Loughhead, second; J. J. Blouin, third. Time, 2:08½.

One-mile, flying start, paced against time—Jimmy Michael, 1:43½.

Five-mile, flying start, paced against time—Jimmy Michael. Time by miles—one, 1:50½; two, 3:37½; three, 5:30½; four, 7:21½; five, 9:12½.

R. B. J.

RIPLEY AT ASBURY PARK.

Asbury Park, N. J., Aug. 26.—Bert Ripley, the pride of Newark was the star of the race meet of the New Jersey Amusement Co., held here today, and his three victories made a

favorable impression upon the 2,500 summer resorters who attended. He captured the third and mile open in clever style, while his win of the five-mile handicap, from scratch was accomplished in a manner that endeared him to the sun-browned girls of this famous summer resort.

There were twenty-eight starters in the five-mile, with Ripley and Ruel on the mark of honor. A terrific pace was maintained for three miles, when the low markers went to the front and slowed the riders down a bit. However, some rider would jump out every few yards and take the lead and all appeared anxious to get to the front in order to avoid a spill, which was liable to occur at any time. All the men started to shift for positions at the bell and the going on the backstretch was warm. Ripley had the lead and went around the turn at a wild clip. Some one wobbled on the banking and fourteen riders tumbled on the rough track, rolling and riding over one another. It was like a battle scene and the excitement was intense. Trainers and officials ran over to the trouble; the other riders were coming for the tape, and the crowd did not know whether to look at the fallen men or victors who were sprinting for victory. The ladies screamed as the fallen heroes were carried off and confusion reigned supreme.

A few judges who remained at their posts were able to catch Ripley as the winner, with Ruel second and Bedell third. In the big spill, a number of riders were badly torn up, and A. G. Relyea had his ear almost torn off, besides being severely cut about the head and legs.

Ripley had no trouble in winning the other two events in which he was entered, while the failure of the back-mark men to chase long markers resulted in the limit man winning the two-thirds-mile handicap with ease. Harrison and Lefferson had an easy

time in disposing of Henshaw and Hedstrom in two straight heats. Both teams were scratch tandem pairs in the amateur ranks last season, but the New Yorkers appear to have lost some of their speed.

Summaries.

One-mile novice—William Spree, first. Time, 2:31½.

Third-mile open—Bert Ripley, first; O. V. Babcock, second; William Weller, third. Time, :46½.

Two-thirds-mile handicap—Had. Kenyon 80 yards, first; W. J. Mooney, 40 yards, second; Art. Ellis, 40 yards, third; W. T. Sherman, 40 yards, fourth. Time, 1:29½.

One-mile open—Bert Ripley, first; W. C. Roome, second; M. R. Brown, third. Time, 2:32½.

Five-mile handicap—Bert Ripley, scratch, first; John Ruel, scratch, second; H. Y. Bedell, 100 yards, third; Had. Kenyon, 350 yards, fourth; William Spree, 150 yards, fifth. Time, 12:28.

Match triplet race between Glorieux, Hesse, and Wirtz and Johnson, Gregory, and Blauvelt. Won by former team in 2:03½, and 2:01½ for the first and third heat. Time of second heat, 2:06½.

Match tandem race between Henshaw and Hedstrom, of New York, and Lefferson and Harrison, of Asbury Park. Won by the latter in two straight heats of 2:25½ and 2:26½, respectively.

A. R.

A NEW YORK COASTING MATCH.

New York City, Aug. 28.—The interest in coasting matches was revived today when the Associated Cycling Clubs of New York held a coasting contest over the Cedar Grove hill near Montclair, N. J. There were twenty entries in the contest for singles and but two in the event for tandems.

W. A. Shockley, of the Boston Athletic Association, covered the greatest distance in the final heat with W. Furman, of Chicopee Falls, Mass., second. The winner covered 6,467 feet, 7 inches over the course which runs up and down grade and which is 132 feet, 5 inches short of being a mile and a quarter. The second man covered 6,442 feet, 6 inches. Shockley weighs 168 pounds and had his Victor fitted with a 77-gear, while Furman weighs but 117 pounds and had his Victor geared to 70. The greatest distance was covered by H. A. Woodward, of the N. Y. A. C., who in the second trial heat, went 6,476 feet before he fell off. A puncture in the final before half the distance was covered put him out of the race.

Whelpley and Holt of the Greenwich Wheelmen mounted on a Pierce tandem, carried off the honors in the event for double-seated machines by covering 5,388 feet; a great deal less than the distance covered by the singles. The Frankenstein brothers were second with 5,270 feet to their credit.

There was a big crowd present to witness the contest and from the interest shown it is more than probable that many more such events will be promoted before the season is over. It not only interests the riders who are not speedy enough to race, but also the dealers who are anxious to have their wheels win. A. R.

CACCAVAJO IS CHAMPION.

Flushing, L. I., Aug. 28.—As has been the rule rather than the exception, the Long Island championship run here today under the auspices of the Sprocket Club was captured by a dark horse. The winners for the last three years have been men who were the least expected to be placed, and today it was Joseph Caccavajo who unexpectedly carried off the honors. And he did it in a manner that showed he was the peer for the day of any of the racing men on Long Island.

There were twelve starters in the final of the championship which was paced by Fisher for the first half and Earl for the remainder of the distance. Two false starts were made, and when the men finally got off their marks there was the usual scramble for the pacemaker. When the string straightened out it was found that Schofield had secured the coveted position, with Caccavajo, Munz, Jungkind, and Kluge next in line. When the bell rang for the last lap, Culbertson ran up on the inside and caught the second pacemaker's wheel with Richt and Schofield following and the rest struggling for a position behind the pace. Earl dropped out on the back-

stretch and Richt started to make his effort a little earlier than what seemed advisable. The others were immediately after him and when the straight was reached Caccavajo came up on the outside and passed the Brooklyn Bicycle Club lad, who tacked onto him. Richt made a game effort to pass him, but Caccavajo had a sprint that could not be overcome and stamped himself the '97 champion by crossing the tape over a wheel in advance of Richt, with Allen third. It was a clean-cut victory.

George Reith, of the Harlem Wheelmen, who has gathered in something like thirty firsts this season, was a star in the other events, capturing the mile open from Richt and winning the half-mile handicap from scratch in the fast time of 1:03. After a hard struggle in the five-mile race, Jack Jasper came through to the front and landed first prize from thirty-five starters.

Summaries.

One-mile novice—George Hegeman, first. Time, 2:40.

One-mile open—Geo. Reith, first; F. W. Richt, second; B. T. Allen, third. Time, 2:17½.

One-half-mile handicap—Geo. Reith, scratch, first; Joseph Caccavajo, 30 yards, second; E. De Martini, 30 yards, third. Time, 1:03.

Five-mile handicap—Jack Jasper, 100 yards, first; F. D. White, scratch, second; J. H. Lake, 40 yards, third. Time, 12:30½.

One-mile championship of Long Island—Joseph Caccavajo, first; F. W. Richt, second; B. T. Allen, third. Time, 2:15½.

A. R.

WALTHOUR WINS THE MATCH.

Atlanta, Ga., Aug. 25.—Jack Prince's "Once a week races" started here last night in the Coliseum, with a match race between E. E. Anderson, of St. Louis, and Bob Walthour, of this city. The largest crowd of the season witnessed the races. Besides the match race, which was run in three heats, one, three, and five miles, there were a one-mile amateur open, and one-mile professional handicap. The final of the latter resulted in an easy win for M. A. Elliott, which was his first professional race. Steinhauer and Repine fought hard

for second place, but Steinhauer crossed the tape just a few inches ahead of Repine.

The amateur race was won by Bob Jackson by fully twenty yards, with Stallings second and Strickland third.

When Anderson and Walthour appeared on the track for the first heat of their race, they were cheered loudly. In the toss up at the tape Anderson got the pole. He also got the pace and held it until the tandem dropped out one and one-half laps from home, when he led out with a terrific sprint with Walthour sleighriding him until they came to the backstretch when Walthour passed him and won the mile by a wheel's length, amid cheers. Time, 2:07 $\frac{3}{4}$.

Walthour got the pole in the three-mile heat, the tandem pacing this race leaving them one and one-half laps from the tape. They changed positions in this race several times, and two laps from home Anderson started a sprint, catching Walthour napping. Anderson had a lead of fifty yards on him before he knew it, but when Walthour got started he closed the gap with startling rapidity and they finished with Anderson about one foot to the good. Time, 7:21 $\frac{1}{2}$.

With honors divided it necessitated running the five-mile heat, which was paced by the tandem, and Repine on a single. Anderson again got the pole and caught the tandem, but he only held it a short time before Walthour took it away from him. Then they began to change and it seemed to be most any one's race. At four miles and four laps Anderson quit on the backstretch, and stopped at the entrance of the dressing-room, and dismounted. Walthour made his sprint and when he reached the backstretch some unknown person jumped the railing from the arena and threw

him. Anderson seeing this, mounted his wheel again and crossed the tape, not remembering that Walthour was nearly a lap ahead of him. Walthour remounted his wheel and finished. Anderson claimed that the race should be run over, as Walthour had made an agreement that if either of them had an accident they would run it over. The referee, however, gave the race to Walthour, as his accident happened after Anderson had quit the race. Walthour was carried off the track amid tremendous applause. Time, 12:03 $\frac{1}{2}$.

P. D.

THE KANSAS CIRCUIT.

Topeka, Kan., Aug. 30.—During the past week the visiting racing men have been indulging in little circuit chasing, preferring to engage in individual contests at Wichita and Salina. At Wichita, Sager, the Denver boy, was the winner of three match races, while at Salina, Frank Eberhardt defeated DeCardy, of Chicago, in two out of three events.

The results of the circuit races at Arkansas City follow:

One-mile novice, Cowley county riders—Miller, first; Hamilton, second; Ramsey, third. Time, 2:38 $\frac{1}{2}$.

One-mile open, professional—Himstreet, first; R. P. Rice, second; Oudkirk, third. Time, 2:24.

One-mile open, amateur—Maule, first; Conover, second; Felix, third. Time, 2:38.

Half-mile, Cowley county riders—E. A. Hoyt, first; Miller, second; Maxey, third. Time, 1:16 $\frac{1}{2}$.

Two-mile handicap, professional—Oudkirk, first; McLain, second; DeCardy, third. Time, 4:45.

Half-mile, amateur—Maule, first; Felix, second; Conover, third. Time, 1:12 $\frac{1}{2}$.

Result of Match Races.

At Wichita last Wednesday W. F. Sager, of Denver, and F. G. Barnett, of Lincoln, Neb., ran a series of match races, all of which were won easily by Sager. The track was very slow.

The half-mile unpaced, start being made from opposite sides of the track, was won by Sager by about twenty yards in 1:09.

In the mile, paced by a running horse, the failure of the horse to show speed at any time during the heat,

was responsible for the exceptionally slow time of 2:27. Sager also won this event. In the five-mile unpaced, standing start from opposite sides of the track, Barnett won the first lap, but Sager came up in the second and gained rapidly until the eighth when Barnett quit. This was a fast race, the state record of 13:02 being broken and set at 12:54.

W. W. Oudkirk, of Denver, rode an exhibition quarter, flying start, in :27 $\frac{1}{5}$.

The only accident of the week is reported from Salina, where Maule, the plucky little rider from Kirkwood, Mo., and McLain had a severe fall. Maule went down and McLain ran over him. The latter fell, striking upon and dislocating his shoulder. McLain has been doing some good riding in Kansas and has been making numerous winnings.

C. W. B.

ST. LOUIS SCORCHER ARRESTED.

St. Louis, Mo., Aug. 28.—Tighter and tighter the municipal authorities are drawing the lines about the wheelmen, and today saw the first wheelman punished for scorching. John Garrett was his name and he is a colored coachman. On August 15, he was arrested in Forest park for speeding on the highway and his case came up for trial today and he pleaded not guilty, but the evidence was against him and Judge Peabody fined him \$20 and costs. Later in the day, however, the fine was stayed on good behavior and the negro's promise to do no more scorching.

On Monday morning a public hearing will be given on the bicycle bills coming before the house of delegates, and a new bill will be offered for the criticisms of the wheelmen and their friends. It is known as the Wittenberg bill and is very similar to the Coudrey bill, which was favored by the wheelmen, and it is likely it will supplant the Judy

bill which the house committee on legislation originally favored but which the wheelmen strenuously opposed as being class legislation. The reason for the bringing forth of the Wittenberg bill is that the Coudrey bill was introduced by a member of the minority in the house of delegates and the majority could not bear the idea of any bill introduced by the minority becoming a law, so, seeing the wheelmen would surely defeat the Judy bill, a bill was drawn up on the lines of the Coudrey bill, some slight changes being made in detail, but as long as the tenor of the bill is as equitable as the Coudrey bill no objection will be offered by the wheelmen, and it will likely become a law in a short time.

W. P. L.

THE FIGHT IN OREGON.

Portland, Ore., Aug. 22.—The fight between the League of American Wheelmen and the California Associated Cycling Clubs is becoming more and more bitter. A set of resolutions signed by about twenty third-rate racing men, written for the purpose of showing that there was no dissatisfaction with the L. A. W., has been sent out. The only riders of prominence who signed the roll are Howard B. Freeman and Jack Staver and these gentlemen signed it simply because they could not join the C. A. C. C. for business reasons, as both intend going east to race in the near future. In conversation with the Bearings representative, Freeman said that this was the reason he did not sign. Many of the signers of the roll will never race again and never did ride more than once or twice. All the best men in the northwest have joined in the new movement with the exception of Chris Dow, of Seattle, who says that he will stick to the L. A. W.

Arrangements are now being perfected to give a monster two-day

meet at Victoria, B. C., under the auspices of the California Associated Cycling Clubs, and the L. A. W. thus loses another ally, and the Canadian association suffers with the league in this regard. The Victoria meet will take place September 4 and 5.

Mr. Goodman has suspended a big batch of racing men and officials who participated in the meet held here last week. The suspensions include the referee, time-keepers, judges, starter, and in fact all officials and riders. The suspensions are all for one year and the terms of suspension will be increased if the offense is repeated.

The only city of any consequence in the northwest where the C. A. C. C. has not met with success is Seattle. The new organization has been given a black eye in that town, and it looks at present as if it would take some time to win the riders of that section over, but they are bound to enter the ranks sooner or later, as some of Seattle's best racing men rode at Tacoma on Saturday and Sunday.

S. B. V.

TWO ST. LOUIS ROAD RACES.

St. Louis, Mo., Aug. 29.—The Carondelet Road Race Association held its first race yesterday over a course laid out around the lake in Carondelet park, two miles to the lap and covered six times to make the twelve miles. The course was dusty, however, and the time slow. The winner turned up in M. J. Falvey, a man of about thirty years, who had started from the 5:00 mark. He was protested by the scratch men, Fred Adams and Harry Marple, who claimed that he had ridden in outlaw races at the fair grounds. Falvey admitted that he had entered in those races, but did not ride, and pending an investigation the referee withheld both the first place and first time prizes that Falvey had won. Twenty-two riders started and thirteen finished. The names, handicaps, and

times of the first eight were as follows:

Po.	Name.	Hdep.	Time.
1—	M. J. Falvey	5:00	38:10½
2—	George Westervelt	1:30	38:51½
3—	R. Lewis	1:00	37:05
4—	C. Adams	4:00	40:00
5—	W. W. Arpe	4:00	40:12
6—	L. Vogel	1:30	37:45
7—	Fred C. Adams	scratch	37:00
8—	Harry Marple	scratch	37:00½

Railroad Men Race.

The Railroad Cycle Club held a road race this morning over the Forest park course, covering the course three times to make up the twelve miles. The race was only open to employes of the Missouri Pacific and Iron Mountain roads, and of the thirty-four entries, twenty-eight started. The handicap limit was six minutes, and the handicapping was so judiciously done that the race was closely contested. The time should have been faster as the course was in good shape. The winner was C. W. Francisco, who had a 3:00 handicap, and H. F. Cundiff won first time in 35:51 from scratch and finished in ninth place. The winners and times were as follows:

Po.	Name.	Hdep.	Time.
1—	C. W. Francisco	3:00	37:33
2—	Frank Kerwin	1:30	36:37
3—	B. Branson	4:30	39:43
4—	F. J. Gangle	4:30	39:43½
5—	J. L. Foerstner	4:00	39:16
6—	C. L. Bomberg	2:00	37:20
7—	J. P. Murphy	4:00	39:20

W. P. L.

ANOTHER MARK LOWERED.

Cleveland, Ohio, Aug. 30.—The American amateur 100-mile track record was broken for the second time at the East End cycle track Saturday afternoon. James C. Miller is the speedy rider who succeeded in lowering Frank Skinner's record, which he has held for only three weeks, beating his time by three minutes and thirteen seconds. The start was not made until after three o'clock and the last half-hour's riding was done in the dark, which makes the performance the more meritorious.

Miller covered the 100 miles in 4:23:08, and, doing a little better than Skinner, who made an extra

quarter to make up for any deficiency that might exist in the track measurements, he reeled off two extra miles, which will surely make his record stand even if Skinner's should prove to be short. At the end of ten miles he was thirty-seven seconds ahead of Skinner's time. At the twenty-mile mark he was a few seconds behind and at thirty miles he was just a minute behind. At forty miles he was still a minute to the good. At sixty miles he had gained another minute and at seventy miles he was fully four minutes ahead.

From this point, curiously enough, where Skinner weakened, Miller did his best riding, and at eighty miles he was eight minutes and twenty seconds ahead. After that he lost ground, owing mostly to the darkness, until the end. It was stated after the race that the track had been measured by certain mysterious parties and found to be thirty feet short to the lap. As the track is four laps to the mile, this is a loss of 120 feet to the mile. If this should be true, Miller's 102 miles in 4:29:25 would still put him ahead of Harding's performance, as he would have covered a little over 99¾ miles in time eight minutes better. He was given the two extra miles for just such a contingency, but the officials of the race think that the track is full distance. The track was in such condition that it could not be ridden as close as eighteen inches from the pole, which gives Miller some addition to his mileage, but, of course, that would not count for anything.

The Times.

Miles.	Time.	Miles.	Time.
10.....	24:00	70.....	2:55:12
20.....	49:32	80.....	3:21:25
30.....	1:15:30	90.....	3:50:20
40.....	1:40:00	100.....	4:23:08
50.....	2:04:17	102.....	4:29:25
60.....	2:30:02		

W. H. C.

GOOD MEN AT ASHLAND.

Cincinnati, Ohio, Aug. 27.—One of the largest all-amateur meets in this

vicinity was held at Ashland, a small town not far from this city. One of the best fields of amateur talent in the state was present and the winnings were well divided. The track was in poor condition and the weather bad for fast time. A crowd of about 4,000 people was present.

F. Rittenhouse, a dark horse, took the mile championship with comparative ease, while Frank Robbins, the Middletown crack, was only able to land one third. H. H. McCreery, of Mt. Vernon, who did so well at the state meet, took a first and two seconds. The two-mile lap was one of the most interesting races upon the card, and Worth Cummins won the race after some exciting finishes. W. J. Aultman, by a splendid sprint down the stretch, captured the two-mile open, while his brother George, by a hair-raising finish, captured the mile open.

Summaries.

One-mile championship; final heat—F. Rittenhouse, first; S. E. Baker, second; J. Alerssch, third. Time, 2:39½.

Two-mile open; final heat—W. J. Aultman, first; H. H. McCreery, second; C. A. Young, third. Time, 5:04½.

One-half-mile open; final heat—H. H. McCreery, first; Worth Cummins, second; F. Rittenhouse, third. Time, 1:07½.

One-mile open; final heat—G. W. Aultman, first; H. H. McCreery, second; J. D. Brook, third. Time, 2:26½.

Two-mile lap—Worth Cummins, first; G. W. Aultman, second; F. S. Robbins, third. Time, 5:09½.

C. F. W.

A JOINT MEET.

Reading, Pa., Aug. 29.—The American Wheelmen, assisted by the Penn Wheelmen, held their annual race meet at the Fair grounds on Friday. The attendance was large, the track fast, and the weather conditions perfect, fast time being made in all of the events. B. B. Stevens, of Philadelphia, paced by a triplet and tandem, made a successful attempt on the track record, lowering Krick's time of 2:00½ to 1:56.

The amateur events were warmly contested and first honors were evenly divided between Lantz,

Stewart, and Simmons. Krick started in all three open events, but for some reason or other was beaten out in the stretch, a second and fourth place being the best he could get.

In the one professional event, the five-mile handicap, the limit men were badly beaten. Lindley on scratch, the Sims brothers on the 25-yard mark, and Turville, the 50-yard man, had to do some hard riding in the early part of the race, but after catching the bunch in the fourth mile had everything their own way. In the stretch William Sims and Turville sprinted past the others and fought hard all the way to the tape, Sims winning by a few inches. Lindley beat Fred Sims out for third place.

Summaries.

One-mile open, amateur—W. A. Lantz, first; C. G. Stewart, second; F. P. Gastalder, third. Time, 2:26.

Three-mile handicap, amateur, championship American Wheelmen—Morris Walborn, 40 yards, first; Marshal Hurey, scratch, second; J. R. Krist, 110 yards, third. Time, 7:50.

Two-mile lap race, amateur—C. G. Stewart, 8 points, first; C. W. Krick, 6 points, second; H. G. Gardiner, 5 points, third; W. A. Lantz, 4 points, fourth. Time, 5:15.

Five-mile handicap, professional—W. Sims, 25 yards, first; Charles Turville, 50 yards, second; Joshua Lindley, scratch, third; Fred Sims, 25 yards, fourth. Time, 12:49.

Five-mile handicap, amateur—E. H. Simmons, 325 yards, first; J. F. Savage, 250 yards, second; C. G. Stewart, 30 yards, third; C. W. Krick, scratch, fourth; W. B. Fichthorn, 100 yards, fifth. Time, 12:25.

Mile match race between Oscar Barto and Wayne High, won by Barto. Time, 2:22.

G. M. D.

ALLENTOWN'S MEET.

Allentown, Pa., Aug. 29.—Under the auspices of the Associated Cycling Clubs of Allentown, the fourth meet of the season was held here yesterday afternoon on the Manhattna track at Rittersville. The five-mile professional pursuit race between Roy Crouse, of Allentown, and W. E. Dickinson, of Philadelphia, was a feature of the programme. It was a close race the entire distance, and Crouse, the winner, finished but seven seconds ahead of Dickinson.

In the final of the mile amateur

state championship a big spill occurred. Eight men qualified in the preliminary heats, but with the exception of Krick and McGinty all were mixed up in the fall. The spill occurred in the second lap with the men well bunched. No one knows how it happened, but all of a sudden six riders were seen to fall in a heap. No one was seriously hurt, but the wheels was badly damaged and none of the men were able to finish. Krick and McGinty, the fortunate ones, owe their escape to the fact that they were riding in the rear and were enabled to swerve to the outside of the track when the bunch went down. The race went to Krick, who easily beat out McGinty in the stretch.

Summaries.

Half-mile open, amateur—W. A. Lantz, first; C. G. Stewart, second; T. McGinty, third. Time, 1:12½.

One-mile, state championship, amateur—C. W. Krick, first; T. McGinty, second. Time, 2:15.

One-mile open, amateur—F. P. Gastalder, first; W. A. Lantz, second; C. W. Krick, third. Time, 2:30.

Two-mile handicap—H. R. Williams, 100 yards, first; N. E. Danner, 100 yards, second; J. E. Smith, 60 yards, third. Time, 4:43½.

Five-mile, professional, pursuit race—Roy Crouse, first; W. E. Dickinson, second. Time, 13:01½.

G. M. D.

MCDONELL AFTER GOLD.

Seattle, Wash., Aug. 20.—Alex McDonell, holder of many road records, was in this city this week on his way to the Klondike. He will go to the new El Dorado to search for gold, believing his chances of making a fortune better than if he remained at home and devoted his attention to racing. He told your representative that he would return in a year and go into the racing game deeper than ever, especially if he made money in the north. If he is lucky in his search for the yellow metal he will race for pleasure.

S. B. V.

AT COXSACKIE.

Coxsackie, N. Y., Aug. 28.—The third annual wheel meet of the Coxsackie Cycling Club was a success

when the heaviness of the track, caused by the recent rains, is considered.

The only serious accident was when B. Wallace, of Albany, and B. H. Merritt, of Saugerties, collided in the homestretch and were thrown against the judges' stand with sufficient force to render both men unconscious.

E. F. Coffin, the winner of the Green county championship race, was disqualified by the referee for reckless riding.

Summaries.

One-mile novice—B. H. Merritt, first; G. M. Kilvin, second; T. D. Mower, third. Time, 3:19.

Quarter-mile open—E. F. Coffin, first; W. A. La Due, second; A. J. H. Swett, third. Time, :33½.

One mile, 2:40 class—Bert Mochrie, first; Bernie Schmidt, second; C. L. Timmerman, third. Time, 3:06¼.

One-mile open—W. A. La Due, first; E. A. Okes, second; Bernie Schmidt, third. Time, 2:34¼.

One-mile, Green county championship—E. F. Coffin, first, but was disqualified and the race given to C. L. Timmerman.

One-mile handicap—H. T. Kenny, first; Bernie Schmidt, second; C. Snyder, third. Time, 2:32.

Half-mile open—A. J. H. Swett, first; W. A. La Due, second; Bert Mochrie, third. Time, 1:14.

G. S. R.

PEABODY AT PONTIAC.

Pontiac, Ill., Aug. 31.—The races here today were very close and exciting. E. W. Peabody, and Gordan and Bruce Campbell of this city carried away the bulk of the prizes, they winning all of the events. Bruce Campbell also lowered the track record of 2:10½ to 2:09½.

Summaries.

Quarter-mile open—E. W. Peabody, first; E. A. Wheaton, second; H. A. Hoyt, third. Time, :35¼.

One-mile open—E. W. Peabody, first; Carl Mull, second; E. A. Wheaton, third. Time, 2:21.

Two-mile handicap—B. Campbell, first; G. Campbell, second; L. H. Linneman, third. Time, 4:28.

Half-mile open—Peabody, first; Wheaton, second; Kruise, third. Time, 1:15.

Five-mile handicap—G. Campbell, first; B. Campbell, second; G. H. Lovell, third. Time, 12:33.

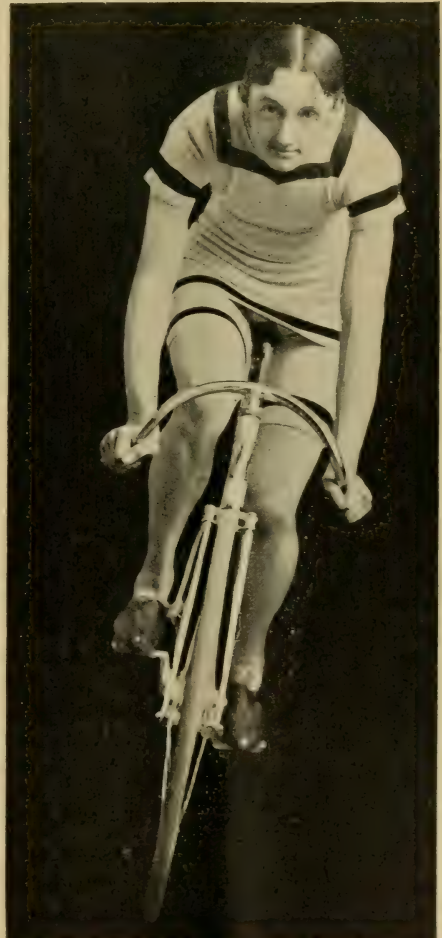
One-mile handicap—B. Campbell, first; G. Campbell, second; O. R. Winters, third. Time, 2:00½.

C. S.

THE NEW HAMPSHIRE CIRCUIT.

Littleton, N. H., Aug. 30.—The first meet of the midsummer New

Hampshire circuit at Littleton last Thursday was successful to an unexpected degree. F. B. Stowe, of Springfield, Mass., made an unpaced professional mile in 2:13¼, breaking the state record of 2:16. An amateur track record of 1:15¼ for a half-mile was established by George W. Hayes, of Sanford, Me. This record was equaled by Robert Ludwig, of Chicopee, Mass. In brief the one-half-mile novice was won by Irwin E. Garvin, of Lancaster, N. H., in 1:17; the mile open by Ludwig in 2:33; the one-mile amateur by Lew C. Rob-



HOWARD B. FREEMAN,

HOLDER OF THE ONE-MILE STRAIGHTAWAY RECORD OF 1:28 1-5,
MADE AT LONG BEACH, WASHINGTON, AUG. 13, 1897.

bins, of Barre, Vt., in 2:24; the half-mile amateur by Ludwig in 1:07¾. Ludwig won the two-mile open and also the five-mile open.

E. W. PENFIELD.

ON THE WISCONSIN CIRCUIT.

Wausau, Wis., Aug. 30.—The Wisconsin circuit races here today were well attended, and E. W. Peabody, of the Chicago Cycling Club, scooped in the honors, capturing both of the open events and running fifth in the five-mile handicap. Summaries:

One-mile novice—O. Hechtritt, first; J. H. Hewlett, second; Abe Gasy, third; M. Briggs, fourth. Time, 2:43½.

Half-mile open—E. W. Peabody, first; A. M. Chandler, second; W. A. Bremer, third; W. W. Wilson, fourth. Time, 1:14½.

One-mile, 2:35 class—W. A. Bremer, first; Clarence Chandler, second; R. A. Newell, third; E. E. Schultze, fourth. Time, 2:47.

One-mile open—E. W. Peabody, first; A. M. Chandler, second; W. W. Wilson, third; W. A. Bremer, fourth. Time, 2:35. In this race Henry Britt, of Morrill, started to pace and finished ahead of the winner in 2:32.

Two-mile, county handicap—Abe Gasy, first; R. A. Newell, second; J. E. Stevens, third; O. Hechtritt, fourth; E. E. Schultze, fifth. Time, 5:26¾.

One-mile handicap, open—Clarence Chandler, first; J. H. Hewlett, second; Henry Britt, third; W. A. Bremer, fourth. Time, 2:06¾.

Five mile handicap, open—Clarence Chandler, first; John H. Hewlett, second; W. A. Bremer, third; Henry Britt, fourth; E. W. Peabody, fifth. Time, 12:24¾.

E. W. Peabody rode an unpaced quarter, flying start, in :29¾, and a half, paced by a triplet, in 1:07.

O. H. M.

THE BALD-SANGER MATCH.

Racine, Wis., Aug. 31.—Signed contracts were received by the Racine Athletic Association today from Bald and Sanger for a match race between these two men at the grounds of the athletic club Friday evening, October 8. The race will be run in mile heats, best two in three, and the race will be for a \$400 purse, hung up by the association.

O. H. M.

ANOTHER RUMOR EXPLODED.

New York City, Aug. 31.—There is no truth in the report that an attempt will be made by an organization, termed the United Cycling Associations, to take control of cycle racing. One of the prime movers in the or-

ganizing of cycle clubs and associations here, remarked today that should the league decide to relinquish the control of racing, that he thought the organized clubs of this district would be willing to take hold of the the amateur end of it, but would not take charge of the professionals. The U. C. A. is but a recently perfected club organization, and hardly in a position to take hold of the racing game.

A. R.

A FAKE ROAD RACE.

Rochester, N. Y., Aug. 28.—A road race which was to have been held at Brockport, not far from this city, today, turned out to be the greatest fraud that was ever perpetrated in this vicinity. The race was promoted by Louis H. George, a resident of Brockport, who has received some notoriety from several record rides that bordered on the miraculous when they were fully investigated. George advertised on his entry blanks—the entry fee being \$2—that \$700 would be distributed in prizes. First prize was to be a specially finished Henley wheel, valued at \$175. When the prizes were placed on exhibition this was found to be a '96 wheel of another make disguised by a lot of carriage paint. The wheel which was advertised as second place prize had a broken frame which was put together with rivets. The Munger which was advertised for third prize proved to be a medium-grade wheel nearly two years old, with some new paint on it and a Munger name-plate. George renders himself liable to punishment in thus promiscuously using name-plates which he has no right to use.

George lacked the nerve to see the race through, or to face the angry racing men when they found out how they had been imposed upon, and deputized another to take his place. The second man dropped it when he found out about the crooked dealings

and consequently the race was not run. There was something like a hundred angry racing men looking for George, and if he had been found it would have gone hard with him. He was hidden securely, however, and could not be found. A warrant was sworn out for his arrest by one of the riders on the charge of fraud. The town council of Brockport felt the disgrace occasioned by the actions of George keenly, and offered to donate three watches, valued at \$75,

if the riders would start. This they refused to do, however, unless the value of the prizes originally given was guaranteed them. Men were present from all over this part of the state to take part in the race, and their feelings can hardly be imagined when they found the true condition of affairs. George had received a considerable sum of entry fees in advance of the day of the race, and this was missing with him.

N. E. C.

WALTERS' WONDERFUL WORLD'S RECORD

London, Aug. 31.—[Special cablegram to Bearings]—The Gold Vase race has at last been run and J. W. Stocks has suffered defeat for the second time this season. The 100-kilometer champion was most anxious to win this race, for he had already won the gold vase twice and only needed this victory to own the cup. The race was started on Saturday, being divided up into two heats, one of six hours, and the other of three hours. On the first day A. E. Walters surprised every one by taking the lead and leaving his great rival in the rear. At the end of the first six hours he had 162 miles to his credit, while Stocks was one mile to the bad.

The race was resumed today and Walters kept up his winning streak. Tonight he did the first thirty-three miles in 1:03:58 $\frac{3}{4}$, world's record. He repeatedly lapped Stocks and the second hour's score showed 60 miles, 770

yards to Walters' credit. Eighty-eight miles, nine hundred yards was the score at the end of three hours, while Stocks had 84 miles, 1,400 yards to show for his three hours' work. At the end of the race the final score was: Walters, 251 miles, 1,685 yards; Stocks, 246 miles, 220 yards.

Walters was feeling so good at the end of the race that he continued on for the 100-mile record and succeeded in lowering it to 3:25:53 $\frac{3}{4}$.

C. W. HARTUNG.



A. E. WALTERS.

STARBUCK IS UNFORTUNATE

His Pacemaking Machines Break Down and He Loses His Twenty-Five-Mile Match Race With Lesna—The Frenchman Breaks Records From Three Miles Up

Boston, Mass., Aug. 28.—A great race was witnessed at Charles River park today. Lucien Lesna, the middle-distance champion of Europe, rode against Frank Starbuck, of Philadelphia, in a twenty-five-mile match race. All American records from the three miles up were broken by Lesna, and he rode the twenty-five miles one minute and twenty-three seconds faster than that distance had been ridden before. Starbuck rode the twenty-five miles over four minutes faster than at any previous time, and but for the breaking down of his machines would have made a close finish with Lesna.

About 8,000 people were present, a small crowd for Charles River park. There was no air stirring and a better day could not have been made to order. Prior to the starting of the great race between Lesna and Starbuck, a little excitement was caused by the appearance of the horseless carriages. Three had entered to compete in mile heats, best two of three, but only two appeared. One was manufactured by Haynes & Apperson, Kokomo, Ind., and one by the Owen Bros., Cleveland, Ohio. Haynes' motor carriage proved by far the speedier and won the first two heats amid much excitement among the spectators. The first mile was made in 3:36 and the second mile in 4:25½. Haynes made a mile against time with his motor carriage in 2:58. The high banking of the track prevented any fast time.

Next was run a five-mile pursuit race between the Tiger Roadsters and the Massachusetts Bicycle Club. The Tigers were strung out early in the game, and at the fourth mile but one man remained. The Massachusetts Club held together pretty well up to three miles when one by one dropped off, and at the fourth mile only two were left. These two rode against the one and could gain but very little—in fact, gained nothing. At the bell, the Tiger thought that the race was over and sat up. This was where the Massachusetts gained a lead and won out by 100 yards. The time was 12:27½.

Immediately after this race, Lesna appeared on the track with all his pacemakers, twenty-two in number, and seated on two sextets and two quints. The men were all dressed in red and made a very pretty appearance on the track and were loudly cheered by the spectators. They rode around the track once and then all four large machines came down the homestretch abreast with Lesna following close behind. This was the grandest sight ever seen on a track, and that the people appreciated this was shown by their cheering. Lesna then left the track to make final arrangements for the race. Lesna had only one man of national reputation, W. M. Randall, who steered one of the quints. His other pacemakers were mostly local riders, giving up most of their time to pacemaking and not racing.

Starbuck came out on the track immediately after Lesna with as fine an array of pacemakers as ever got up on large machines. Their colors were the American flag. John S. Johnson, Frank Waller, the long-distance rider, H. R. Steenson, A. C. Mertens, W. E. Becker, F. A. Gately, Otto Maya, Aker, McDuffie, and Mosher were among the pacemakers of Starbuck. He had three sextuplets, a quintuplet, and two triplet teams, by far the best pacemaking outfit of the day, and it was thought by every one that Lesna's last day had come.

Lesna Gets the Best Start.

At just 4.25, Starbuck and Lesna lined up on the tape for the start. Lesna was on the inside and had the pole. Charlie Wells started Starbuck off the mark and Pat Sheehan started Lesna. At the crack of the gun, Lesna jumped ahead of Starbuck and gained his sex and was under way before Starbuck could get his pace. A triplet was put in to start Starbuck and they soon picked him up and closed the gap made by Lesna. The first mile was ridden in 1:54. Lesna was in the lead and riding evenly, making his pickups like a general. Starbuck at first did not make his pickups well, but soon improved. For the first five miles Starbuck trailed Lesna and would come up to his side now and then and tried to worry him. This Starbuck did do to some extent. At the mile and two-thirds Lesna missed a pickup and his sex had to carry him farther than was intended, riding one mile more. On the third mile, the sex of Starbuck punctured, but they kept on riding until Starbuck was picked up by another machine. At the beginning of the sixth mile, Starbuck was anxious to take the lead, but Lesna would not have it that way and a third-mile sprint ensued. Just going out of the homestretch, Lesna was shaken from his pace.

Starbuck went round on the outside and his pace also ran away. The third-mile sprint was made in :32 flat and was more than the men could stand.

Starbuck in Front.

The next third was taken up in putting matters right. Starbuck was now in the lead about 100 yards. Starbuck led for the seventh and



LUCIEN LESNA.

eighth miles, and at the beginning of the ninth mile Lesna forged ahead and took the lead again. Starbuck trailed close behind, and every little while would come to the side of Lesna and worry that rider. At thirteen miles, Starbuck again tried for the lead, but Lesna fought him off and kept the lead. In the fourteenth mile Starbuck was shaken from his pace and they had to slow up. Lesna gained over a hundred yards. At fifteen miles, Lesna was left behind by his pacemakers and yelled to them to stop. While this was going on, something had happened to the machines of Starbuck and he had only a quint and two triplets left to pace him. The odds were now against him, but he put up a game fight.

Beginning the seventeenth mile,



LESNA AND HIS PACEMAKERS.

Lesna had half a lap on Starbuck and was riding strong. On the eighteenth mile, Starbuck's large machine was disabled by the puncture of a tire, and Lesna gained nearly a lap before Starbuck could get straightened out. Starbuck had only triplets left now to pace. One of his large machines was fixed, but the tires had to be pumped up after each ride. Even with all these obstacles against Starbuck, Lesna could gain but very little. He rode as he never rode before and covered himself all over with glory.

Lesna Gains a Lap.

Lesna gradually gained and at the twenty-third mile caught Starbuck, lapping him. Lesna followed Starbuck and was evidently waiting for the final sprint. In the beginning of the twenty-fourth mile, Lesna struck the rear wheel of his pacing machine and was nearly thrown from his wheel.

He recovered himself quickly. At twenty-four miles and two laps Lesna passed Starbuck and sprinted for the finish. Lesna crossed the tape, beating the pacemakers out, just as Starbuck was coming into the homestretch, defeating Starbuck by that distance and one lap. Lesna rode the twenty-five miles in 47:52 and lowered all American records from three miles up. He was loudly cheered at the finish. Starbuck gained as much glory by his game riding and against great odds as did Lesna and the two champions left the track well satisfied with their day's work.

In all of Starbuck's long-distance races he has had the misfortune to have all his large machines break down. There surely must be some carelessness somewhere. The machines of the other riders stand up well and there is no reason why his should continually break down. The

time to test pacing machines should be a week prior to the race and not in the race. Starbuck was always calling for more pace while Lesna was yelling to slow up. But for the breaking of the machines, Starbuck would have made a good, hard finish with Lesna, and with the machines he had and the many good racing men up, the chances for winning were in his favor.

Brady has matched Lesna for a thirty-three-mile race against Michael, to take place September 25 at the Manhattan Beach track. Brady says that Lesna is the best long-distance man that he has ever seen ride, and is confident that Michael's defeat is near at hand.

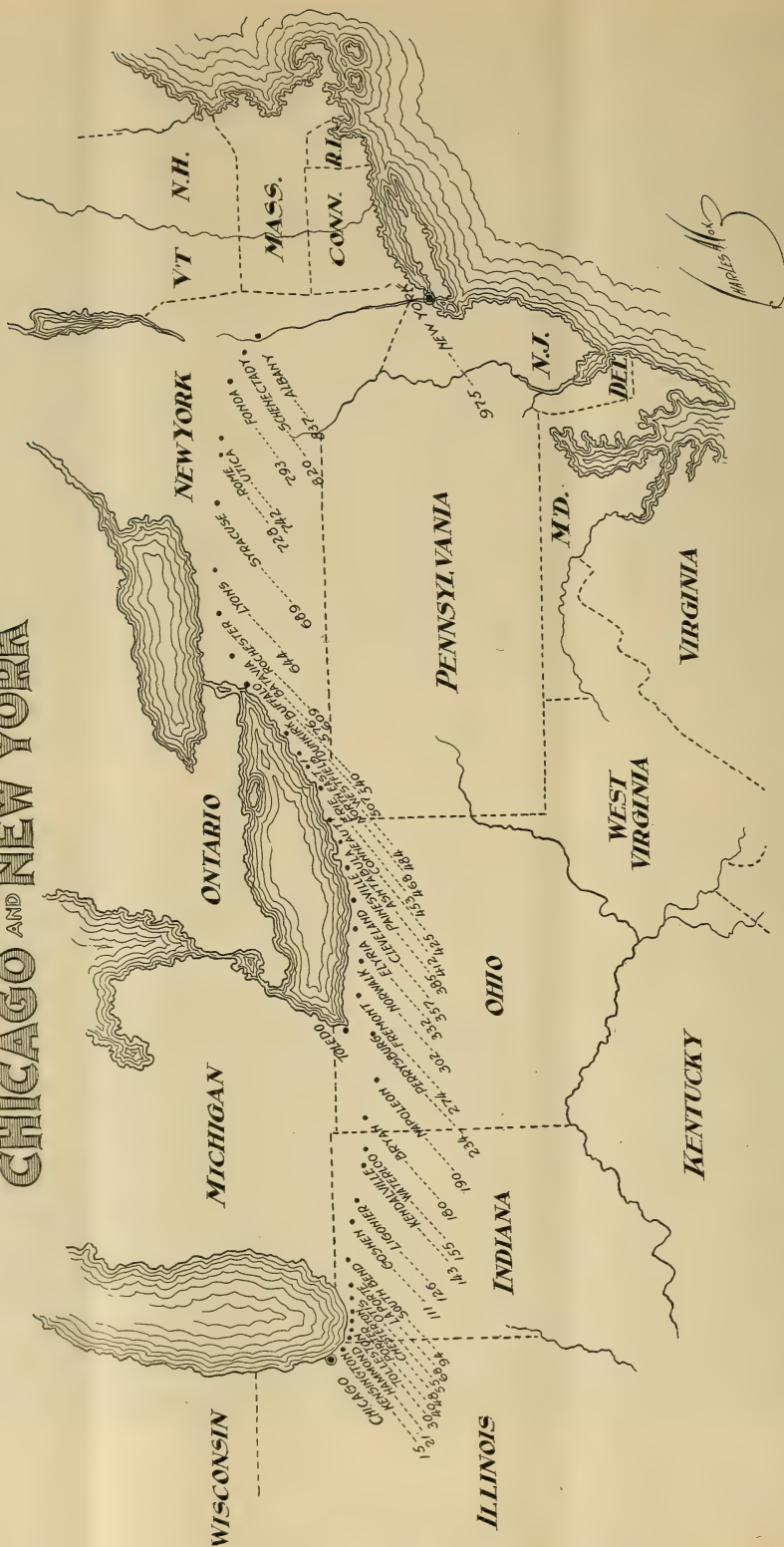
The Time by Miles.

Leader.	Mls.	Time.	Time.	Best Previous.
Lesna.....	1.....	1:54	1:54	1:49
Lesna.....	2.....	1:50 $\frac{3}{4}$	3:44 $\frac{3}{4}$	3:37 $\frac{3}{4}$
Lesna.....	3.....	1:46	5:30 $\frac{3}{4}$	5:31 $\frac{3}{4}$
Lesna.....	4.....	1:50	7:20 $\frac{3}{4}$	7:31 $\frac{3}{4}$
Lesna.....	5.....	1:48 $\frac{1}{2}$	9:09 $\frac{1}{2}$	9:26
Lesna.....	6.....	1:52 $\frac{1}{2}$	11:02 $\frac{1}{2}$	11:21 $\frac{1}{2}$
Starbuck ..	7.....	1:54 $\frac{1}{2}$	12:56 $\frac{1}{2}$	13:18 $\frac{1}{2}$
Starbuck ..	8.....	2:00 $\frac{1}{2}$	15:03	15:21 $\frac{1}{2}$
Lesna.....	9.....	1:55 $\frac{1}{2}$	16:58 $\frac{1}{2}$	17:20 $\frac{1}{2}$
Lesna.....	10.....	1:51	18:49 $\frac{1}{2}$	19:14 $\frac{1}{2}$
Lesna.....	11.....	1:53 $\frac{1}{2}$	20:43 $\frac{1}{2}$	21:10 $\frac{1}{2}$
Lesna.....	12.....	1:58 $\frac{1}{2}$	22:42	23:18
Lesna.....	13.....	1:54 $\frac{1}{2}$	24:36 $\frac{1}{2}$	25:11 $\frac{1}{2}$
Lesna.....	14.....	1:50 $\frac{1}{2}$	26:27	27:14 $\frac{1}{2}$
Lesna.....	15.....	1:57 $\frac{1}{2}$	28:24 $\frac{1}{2}$	29:11
Lesna.....	16.....	1:58 $\frac{1}{2}$	30:22 $\frac{1}{2}$	31:10
Lesna.....	17.....	1:57 $\frac{1}{2}$	32:20	33:09
Lesna.....	18.....	1:57	34:17	35:07
Lesna.....	19.....	1:56 $\frac{1}{2}$	36:13 $\frac{1}{2}$	37:05
Lesna.....	20.....	2:00	38:13 $\frac{1}{2}$	39:04 $\frac{1}{2}$
Lesna.....	21.....	2:00 $\frac{1}{2}$	40:14	41:03
Lesna.....	22.....	1:54 $\frac{1}{2}$	42:08 $\frac{1}{2}$	43:06 $\frac{1}{2}$
Lesna.....	23.....	1:53 $\frac{1}{2}$	44:02 $\frac{1}{2}$	45:07 $\frac{1}{2}$
Lesna.....	24.....	1:56 $\frac{1}{2}$	45:59 $\frac{1}{2}$	47:11
Lesna.....	25.....	1:52 $\frac{1}{2}$	47:52	49:15

F. ED. SPOONER.



THE BEST CYCLE ROUTE BETWEEN CHICAGO AND NEW YORK



Figures indicate distance from Chicago.

EDITORIAL

IMPROVEMENTS THAT ARE INEVITABLE.

The agitation for better and smoother streets in the downtown section of Chicago is only the forerunner of what must occur sooner or later in every other city where the demand for improved public highways has not already been made. It is one of the evidences of our progressive development and increasing civilization and refinement. The desire for cleaner and more sightly streets indicates the growth of esthetic taste, further attested by the wish to subdue the pandemonium of noises incident to heavy traffic over roughly paved streets. In any event, it is only a matter of time when every progressive city in the country will have smooth, clean, well-lighted streets. The substitution of mechanically driven wagons and carriages for the present horse-propelled vehicles, which is as certain to be realized in another decade or two as that the invention of the locomotive signalized the abandonment of stage coach lines, will open the way for this wholly desirable public improvement.

The desire for better streets has always existed among a few, but the adoption of the bicycle by the masses has caused the wish to become general. The fact that it is now the cyclists who are agitating the matter will afford certain newspapers and individuals an opportunity to ridicule and combat the movement on the ground that the wheelmen are getting everything they ask for, but there are enough others who look at the matter from a sanitary and esthetic point of view to make the movement successful. Vehicle owners will find in the course of time that it is poor economy to save wear and tear on the streets at the expense of wear and tear on their wagons and carriages, and that the improvement of the streets should advance simultaneously with the improvement of wheeled vehicles. The rather delicate machinery and construction of motor wagons and carriages will necessitate smoother streets and street car rails that are flush with the paving. These are essential to safe bicycle riding now, and they must come, together with better methods of street sprinkling.

THE WONDERFUL RECORDS OF 1897.

Up to date the year 1897 has witnessed a number of important changes in the record tables of America, France, and England. Records that were thought to be out of the reach of the men who make a living by surprising old Father Time have been attacked and huge chunks cut off. The slaughter has not been confined to one class of records, but the short, middle-distance, and long-distance figures have been so altered that their original holders can not longer recognize them. Michael has changed many of the times on the record book of Uncle Sam, and he has

been ably assisted by both McDuffie and Lesna. All the marks up to the hour have been altered, while the wonderful ride of McDuffie, when he brought Hamilton's mile down one second, will not soon be forgotten. True, the wonderful Englishman, J. Platt-Betts, has brought it still lower, but just the same the ride of the Boston man was most meritorious.

Leaving America and crossing the pond to England, we witness still more wonderful record riding. The twenty-four-hour road record has been broken twice, while Platt-Betts' mile in $1:37\frac{3}{5}$ will give the Johnny Bulls a chance to talk of English superiority. This week has witnessed a most remarkable ride by A. E. Walters, who, beside defeating the invincible Stocks, brought the century record down to $3:25:53\frac{3}{5}$. The hour record has also suffered at the hands of the British, and Stocks' figures of 32 miles, 440 yards in sixty minutes is liable to stand for some time.

But France has probably created the greatest sensation in the record-breaking line. That magnificent long-distance rider, Constant Huret, has again broken the twenty-four-hour track record and the figures now stand close to 565 miles, a phenomenal performance when one stops to think that five years ago 400 miles were considered to be about as far as man would ever ride in a journey twice around the clock. Huret's ride was made in a race and not under very favorable circumstances. During four hours of the race he rode in the rain and when he finished he was feeling remarkably fresh. The fact that the Frenchman rode a chainless wheel will be a great advertisement for the makers who intend to put this style of machine on the market in 1898. Still, it only goes to show, as Bearings has steadfastly contended, that it is absolutely necessary for the chain to be covered if the rider wishes to get the best results out of a wheel.

From the looks of things at the present writing it would seem that Father Time will be kept busy for the rest of the season and that when the new year is ushered in, the record sheets of the world will have many erasures and that the figures of '96 will be changed all around.

JUDGING BICYCLE RACES.

The position of judge at a race meet is hard to fill. Many men are selected for the position without an examination as to their ability to fill the position, and they serve without any thought of the wrongs which they may do the racing men, should errors be made. Each and

every official is anxious to watch the races and does watch them every inch of the distance. That last hundred yards is to the judge the most interesting part of the contest. His eyes are glued on the first man perhaps and he is to catch the third man. The fight may be warm right up to the tape and he stands as in a trance, watching the battle with his thoughts anywhere else but in the right place. The field flashes over the tape and when it is over he realizes that he has not caught the third man at all and that he does not really know the number of the first or second man, whose great battle for supremacy he has been watching so intently. He knows that it was a great race, but his thoughts only come to him after the men have passed the tape and then he looks up quickly and catches the number of the man who may have been third at the tape, just because he is third some ways down the track.

Today racing men flash over the tape inches apart. Men jump in the last length or so, lifting their front wheel from the ground in their great

finish and shooting forward, sometimes several positions. Once the tape is reached they drop to earth again and some man who has been traveling along in a steady sprint sails by with the speed of the wind. The wheel of the man who has made the jump checks as he reaches the tape from the very nature of his finish and the man whose speed is steadily increasing to the finish naturally travels faster after passing the tape.

Judges should not be so interested in the races as to cause them to overlook the importance of the correct administration of their position. Men with level heads should be placed in the positions, who have filled the position before. Meet promoters, as a rule, are looking more and more to the judging from day to day and experienced men are gathered at the invitation of the race promoter to fill the positions. The time of the great men in local political fields, or in the business world, being appointed to so important a position as judge, is passing out of the game with other foolish things, and common sense is ruling. Boys' play is over and cycle racing is a business pure and simple and needs the very closest attention in every little detail.

WORK FOR THE LEAGUE.

A crying need of the times is good road maps and sign boards. Certain sections of the country, especially in the east, are very well provided with both of these, but at this time of the year, when touring is much indulged in, seldom a day passes in which some wheelman does not inquire at Bearings office regarding routes and roads to some neighboring point in the state or to New York or San Francisco. This draws attention to the negligence of the Illinois division of the L. A. W., which has for a number of years failed to provide good road books. New books have been issued this year, but they are open to considerable criticism because of their inconvenient make-up. They are issued in nine sections, each of vest pocket size and consisting of a map on a very diminutive scale and a printed sheet of routes and distances, both folded a number of times. These books are too vague to be of much real value. The New York division road book "Fifty Miles Around New York," might be pointed to as the most elaborate and useful guide that has ever been issued for the cyclists' benefit. To any resident of the Knickerbocker town, or to any visiting wheelman, it will be worth its cost many times over, since with it in his pocket he can find his way without further inquiry to any point within a fifty-mile radius of the metropolis.

It is scarcely necessary to point out the utility of sign boards at intersections and forks of roads. There would seem to be no reason why the league could not co-operate with the county commissioners to erect them at all important points. The expense could be divided and the league could secure a vast amount of valuable advertising by placing on each the L. A. W. emblem. This opens a field of usefulness to the league by which it can render a valuable service to present members and give to nonmembers a palpable evidence of what it gives in return for the \$2 membership fee.

Bald, through the daily press, tells how to become a champion. Marked copies of the paper in question have been sent to certain racing men who have been posing as crackajacks the past six months. Doubtless this article

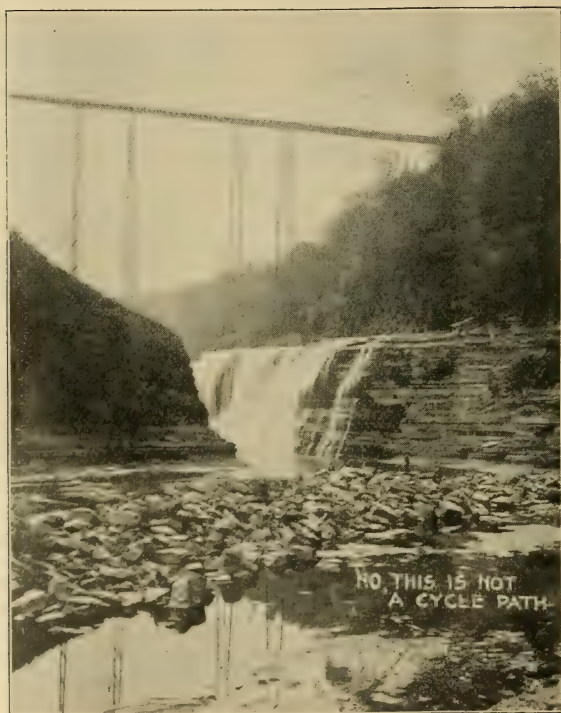
will have a great deal of influence with the way the would-be champions train in future.

Michael, it is understood, will have an article in one of the New York daily papers next Sunday telling how his last match race with McCarthy cut fully ten minutes off his life.

The holder of the twenty-four-hour track record does not belie his name—he had to be in a Constant Huret to ride 565 miles in twenty-four hours.

Chicago cyclists certainly have a great “drag” with the administration, judging by the treatment they are receiving these days.

A cyclist who poses as a wit remarks that while “Major” Taylor may be dark, yet he is not Schade.





The National Championships were the most hotly contested races at the National Meet, four of the six being won by Palmer tire riders

The racing board was very liberal with its championships this year, ten being the number scheduled—six professional and four amateur. The ten different championships were won on four different makes of tires, Palmers getting five, and five going to the three other makes. Palmer tires not only mark the high-grade wheel, but are championship tires.

An interesting "open letter to agents" appears in The Wheel of August 27. The letter discusses the guarantee on wheels and tires, and gives very plausible reasons for absolutely abolishing all guarantees.

"The time is nearly ripe for the utter extinction of the wheel and tires guarantee. . . . To the dealer, the removal of the guarantee means a retention of profit on regular repairs, instead of spending it on free work; new profit from charges on work now done free, a chance to sell better goods, as wheels [and tires] would soon come to sell more on their merits, and the public would learn to discriminate."

Earl Kiser has won another big match race, getting \$500 for defeating Bald, Cooper, and Loughhead.

The race took place at Buffalo, August 24, for a purse of \$1,000, the winner to take half, the balance to be divided. Two heats settled the race, Kiser winning both. The only pair of Palmer tires in the match were on Kiser's wheel, the other riders using double-tube tires.

No other tire equals the Palmer for easy riding, and the fact that they are the fastest tires made means a great saving in energy to the rider.

The difference between an easy-running wheel and a hard-running wheel represents so much wasted energy. Often riders complain of this apparent incongruity in wheels of the same make. Take two

bicycles of exactly similar construction, fit one with Palmer tires, the other with different tires; let them be ridden by evenly-matched riders, and the Palmer tire rider will always ride a greater distance with less fatigue.

The Palmer Jiffy Repair Tool continues to make friends. It is generally conceded to be the best tool on the market with which to repair punctures,

We have recently issued an attractive little pamphlet illustrating the method of using the Palmer Jiffy. The pictures are from photographs, and are so true to life that the veriest tyro could not fail to grasp the instruction they are intended to convey. We shall be glad to send the booklet to anyone wishing it.

Mr. J. C. Tignor, the enterprising dealer in sporting goods at Richmond, Va., sends us the following:

"During the past two weeks myself, in company with a friend, made a trip awheel from Richmond, Va., to Boston Mass. We both rode '97 Sterling racers fitted with Palmer tires, and covered actually 723 miles on the wheels. I thought possibly, in view of the splendid behavior of your tires, that this might be of interest to you. Together we had three punctures, none of which delayed us more than five minutes, and outside of this we did not have the least trouble with the wheels or tires in any way."

Tom Heywood, the inventor of the repair tool used by the Palmer Pneumatic Tire Co. for the past three years, won the 1897 A. C. C. Delegates' road race, on Palmer tires, of course. He always rides them.

Tom Heywood, Geo. K. Barrett, and N. H. Van Sicklen, three old-timers, in whose veins still flows a deal of sporting blood, were on the same mark in the Fullman Fourth-of-July race. They made a pretty three-cornered fight, and Heywood would have won the event if he had not been thrown into a wayside ditch. There can be no doubt of the truth of this assertion, as no less an authority than Mr. Heywood himself inspires it, and the other two old-timers bear witness to it.

National Championships

Half-Mile Professional Championship

Won by Earl Kiser.

Five-Mile Professional Championship

Won by A. C. Mertens.

Third-Mile Amateur Championship....

Won by Earl Peabody.

One-Mile Amateur Championship.....

Won by C. M. Ertz.

Two-Mile Amateur Championship.....

Won by Irving A. Powell.

Won on Palmer Tires

The Championship Tires



JOHN S. JOHNSON SHOWS
AT LAST



MICHAEL WINS HIS
MATCH WITH MCCARTHY



EVENTS OF THE WEEK



C.A.C.C. AND S.C.A.
ASK FOR RECOGNITION
FROM THE I.C.A.



WALTERS KEEPS
STOCKS AWAY FROM
THE FIRST PRIZE



STARBUCK
SAMPLES
LESNA'S DUST



HURET
AGAIN
SUCCESSFUL

CHARLES H. FOX

ALBANY

Seamless Steel Tubing

Equal in grade and quality to any bicycle tubing in the world. ✻✻ Made with the most improved machinery—hydraulic power benches and every modern equipment required to produce the best obtainable high carbon tubing.

UNIFORM IN THICKNESS.
PERFECTION IN FINISH.

An abundance of natural gas—nature's free fuel—flows from our own wells and contributes its share to the quality and economical drawing of our finished product.

Capacity, 6,000,000 feet per year.

Write for prices and samples.

ALBANY MFG. CO., - - Albany, Ind.

Mention Bearings

TRADE

TRADE LETTERS

NEW ZEALAND TRADE.

Although the Dull Season Is on, the Dealers
Find Business Remarkably Good—
Antipodean News.

Wellington, N. Z., Aug. 5.—Although July and August are generally our dullest times, this winter, thanks to an exceptionally mild season—authoritatively stated to be the driest and most congenial for the time of the year during the past fifty years—the demand for wheels has not by any means ceased, and among the twenty odd agents in this city the majority appear to be fairly well satisfied with the business they have been doing of late. The demand has been a steady one all along, and with the opening of the season next month this demand will certainly not decrease. Of the large number of machines reported in my last letter to be in bond in Wellington, I notice that many of them have found their way into the establishments of the importing dealers, and, as far as American machines at any rate are concerned, the number in bond has been considerably lessened.

A small consignment of English wheels—the Stanley—found their way into the hands of the auctioneers last week at the instigation of the bank holding the draft on behalf of a well-known local firm of dealers in English wheels only. The stated reason for their being sold thus was owing to their arriving late in the season, when the demand for wheels had fallen off somewhat, the importers consequently refusing to accept the draft. The lot only consisted of twenty-five wheels, and under the hammer they realized from \$50 to \$60.

Controversy Over Nickel Steel.

There has been considerable stir here during the past fortnight over the controversy lately going on between Yerex & Jones, agents for the Victor and Columbia wheels, and the local representatives of the

Canadian Red Bird. Both parties claimed that the tubing of their wheels contained a certain amount of nickel steel. The representatives of the Columbia disputed the claim of their rivals, in response to which a challenge was thrown down for Yerex & Jones to prove that the Red Bird contained no nickel steel. The challenge was not taken up in the specified time, but later on it is alleged that the Columbia people secured one of the Canadian wheels, cut a piece of the tubing out of the top bar, and sent it to the New Zealand government analyst to be tested. The report of the analyst was that the piece of metal contained no trace of nickel. Yerex & Jones thereupon exhibited the portions of the rival wheel in their window alongside parts of the Columoia, and of course the comparison was not at all favorable to the Red Bird. The dispute has caused a wonderful amount of talk in cycling circles here, and opinions appear to be very much against the method adopted by the Columbia agents for advertising their wheel. I understand that it is more than probable that the representatives of the Goid Bicycle Co. will take the matter to court, as they have been advised that they have an excellent case. Meanwhile, the local agents are awaiting instructions on the matter from the head office in Sydney.

The bickerings which are continually going on among the local cycle agents, or at least some of them, is the silliest thing imaginable, for it only causes those concerned a certain amount of annoyance, and does not advertise the wheels to anything like the extent legitimate methods would.

E. Beynolds, the New Zealand amateur champion, has been engaged to act as traveling representative in Australia of the Massey-Harris bicycles. He had a flourishing bicycle business in Auckland, but this he has relinquished in favor of the above. He leaves for Australia in a few days.

A company with a capital of \$25,000 has

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Mention Bearings



been formed in Canterbury to manufacture what is claimed to be an absolutely puncture-proof tire, invented by A. H. Anderson, H. S. Hobday, and W. Cuming, of Christchurch. Attempts to pierce the tube with a knife blade are said to have failed, as did also all the other devices resorted to for the purpose of showing its proof against puncture. The invention is intended for the clincher type of tire, and consists of an endless band placed between the inner tube and outer cover. The invention lies in the materials of which the band is constructed, and which are known only to the patentees. The shares in the company were snapped up very quickly, only 200 at \$50 per share being offered to the public, the other 300 being reserved for the inventors. Patent rights have been applied for in Great Britain, on the Continent, in America, and the Australian colonies, and a provisional patent has been already secured in New Zealand. It is claimed that the band does not add to the weight of the wheel or in any way affect the resiliency of the tire.

Hugh Inglis, of this city, is now showing samples of the American Humber. It does not appear to differ to any extent from its English prototype. The price put on them here is \$160.

Wilkins & Field, agents for the Waltham and Dayton in this city, are exhibiting the Waltham racer on which Fred Hunt, the cash rider, won \$1,200 during last season. They report that the business in wheels is very satisfactory with them.

It is a matter of some surprise the way the Brantford Red Bird has caught on in New Zealand since its introduction. Probably no other wheel has so soon bounded into popular favor with New Zealanders. It is all the more surprising when it is remembered that compared with an up-to-date Yankee wheel it appears old fashioned in many respects, notably in the width of the tread and the method of attaching the cranks, while its finish is not of the highest order, such as that to be found on the Barnes White Flyer, for instance. But that it is selling more rapidly than any other wheel in New Zealand is an undoubted fact, and I believe the sole reasons for this are that it is indeed a strong machine and that it is pushed most energetically by its agents.

A Puncture-Proof Band.

J. L. Wharton and H. Sheppard, of Collins street, Melbourne, have patented what is claimed to be a puncture proof band. The device consists of an elastic band to which is affixed inch sections of corrugated steel, which overlap at the edges, the sections being secured only at one end by leather

rivets. When the tire is inflated this band forms a protection for the inner tube, through which, so the inventors claim, it is utterly impossible for any sharp instrument to enter, while the resiliency of the tire is by no means impaired, and the band will tend rather to accelerate than to reduce the speed of the tire. The addition of the band means an increase of four ounces to each set of tires, and an additional virtue in the band is found in the fact that it effectually prevents side-slip. The invention has been patented throughout the world.

W. CASTLE.

CYCLE TRADE OF MEXICO.

There Are Many Good Agencies Already Established, But Room for More American Wheels.

City of Mexico, Aug. 21.—While it is a fact that most of the dealers in bicycles throughout the entire republic have enjoyed a good demand for their goods this season, there has been nothing phenomenal at all in the amount of business done, and it has only been an honest return for the efforts put forth by the dealers who have been most successful. The principal feature that has brought about the ultimate good result has been the fact that the trade has remained steady throughout the entire year, the demand being almost as strong today as it was six months ago. From this it may be seen that they are reaping fully the benefit of the great amount of advertising that the business has received, and also the intense interest shown in the sport in general.

How to Succeed.

Of late a great deal of attention has been attracted to this part of the world and dealers and manufacturers throughout the north have been eager for information. A number of parties have arrived in this country with the avowed intention of opening bicycle stores, and in some cases bringing with them a portion of the stock with which to begin business. On their arrival they found that the starting of a bicycle store in Mexico was a great deal more expensive project than had been counted on, and unless they came fortified with ample capital to compete with the established dealers, there was more of a possibility of a loss than a profit. Most of these people have turned their stock into money, generally at a loss, and have been only too glad to get back to the United States, or get into some other line of business. In the first place it is essential to success that a dealer should have a thorough knowledge of the country, the language, and customs, and a much larger capital than would be re-

quired to launch the same project in the United States. While the margin of profit is apparently very large, this will not be found the case by the time all of the requirements of stamps, taxes, etc., that are required by the government, have been complied with.

Freight Rates Are High.

Freight and express rates are also very high, and when this expense is added to the duty, which is computed on the gross weight, the express and duty on a bicycle crated from most of the prominent trade centers in the United States to the City of Mexico will amount to something like \$16.

With present exchange rates at \$232 in silver for each \$100 in gold or New York exchange, the price of Clevelands, Clippers, Columbias, Victors, Sterlings, etc., at figures ranging from \$185 to \$210 will not be considered as yielding such a great profit, taking into consideration the fact that the selling expense is also proportionately as large.

Even at this unheard of rate of exchange there is no encouragement that anything better may be expected in the near future, in fact it is predicted by some that silver will reach so low a value as forty cents per ounce, which would make the exchange rate more than \$250 for each \$100 in gold.

Will Want American Wheels.

If the same conditions that exist at present, continue, it is more than likely that nine tenths or even more of the wheels used here will come from the United States. The expense of working this trade at present, however, is much greater in proportion than for the same results in the United States, and from the present outlook it is very likely that this country will be flooded with American goods. There is a very strong inclination on the part of the established dealers to stick to the lines already handled, and from the success already attained by the most successful dealers in the republic it is quite evident that there is much more profit to be made in this way than by handling a large number of wheels.

There are perhaps forty or fifty makes already represented in this country, still only a half dozen or less have enjoyed anything like a general sale.

There are only a half dozen cities in the entire republic where it is possible to place satisfactory agencies that can deal direct with the manufacturers, and to get the very best results even this number should be curtailed to three or four, viz., Monterey, San Luis Potosi, Mexico City, and Guadaluajara. By securing the best sort of agencies in these four cities, much better results can be obtained than by placing agencies at all

points where there is any demand for bicycles. The established reputation of well advertised lines in the United States adds little to the value of such agencies in this country. Customers depend entirely on the guarantee of the local agent.

The Subject of Tires.

The subject of tires is one that is just at the present time demanding a great deal of attention. Most of the leading tires have been handled here and sold on different makes of wheels, including both the American and English Dunlops. Of the clincher pattern tires the G. & J. are largely used. Single tubes are just coming in for a share of the trade. The new single tube of Morgan & Wright is creating widespread interest wherever shown. There has also been a large trade in the M. & W. tire of the regular pattern, also in the Cactus and Export weights, but the regular style of D 2 tire is popular at present.

The outlook is very fair for a circuit of race meets throughout the republic. So far as this city is concerned, the matter is in first-class hands, and the racing here will probably extend over a period of several weeks, with one or two days' racing each week. There will be at least one meet every Sunday, as the U. C. M. decided at the outset to sanction Sunday racing.

There is plenty of people of sufficient means and experience to make the interior meets equally as successful as those given here in the city, and if the matter falls into the proper hands, all of the principal cities will receive the benefit of first class meets.

Reports received daily here from the president of the U. C. M., who has been making an extended tour of the United States, give every assurance of the attendance of all the leading racing men now in that country, and with the addition of the riders who are already in this country, the patrons of cycle racing in this section may expect to see some of the prettiest racing by as fine a field of men as ever faced a starter.

H. D. SPORE.

ANOTHER TRUST STORY.

This Time the Tube Manufacturers Are to Combine—Makers Deny the Rumor.

New York City, Aug. 30.—Trusts appear to be the order of the day and talk of trusts in the bicycle line became rampant last week, caused by a report from London to the effect that an agreement had been made there between the leading bicycle tube makers of Birmingham and America, by which no one will be supplied under a fixed

price. The organizers claim that every tube maker will be compelled to join the combination.

Of course such a report was certain to cause a stir in the cycle trade, although of the many people who were questioned in regard to the matter, very few of them thought it probable that a trust could ever be formed to control the production of bicycle tubing. It was the general opinion among well posted men that American tube makers would not go into any such combination as they have nothing to fear, and in fact have much to gain, in open competition with the English makers of tubing.

When seen today, Samuel Buckley, of Buckley & Co., one of the largest exporters of tubing in the country, said: "I have heard nothing in regard to the rumored trust and I think I should have no doubt heard from our English office were the trust an actual fact. I don't think it would be possible to make a trust even though the manufacturers on both sides of the water were to desire one. American manufacturers have no cause to fear competition with the English, for even without the prohibitive duties of thirty-five per cent, it is my belief that the Americans would be in a position to hold their own with regards to price and also with regard to quality. I don't think that the English have yet realized the fact that they have a great deal to fear from American manufacturers of tubing, although shipments of cheap tubing are being made to Europe and we ourselves have made several large shipments of Pope tubing for which we obtained a higher price than for any English tubing.

The Stiefel Process.

"The price of tubing among the various manufacturers might possibly be regulated if the reports that are current that the Stiefel process is much cheaper than any other are correct. We hear that the companies controlling this Stiefel process may possibly agree not to furnish tubing direct to the bicycle manufacturers, but furnish heavy gauges of tubing to the other tube makers to be drawn down to finer gauges by these houses. In this case, supposing they are able to force other makers to buy their stock in this way from them, they might also be able to force them to agree not to sell under a stated price. But, personally, I should be very much surprised to hear of any trust being formed."

M. L. Bridgman, who returned from Europe, leaving Colonel Pope and A. G. Spalding over there, said: "I have heard nothing of the proposed tube trust beyond the present report from Europe, and only rumors while there, and consequently am

not in a position to give any information on the matter. It is barely possible that such a thing could happen, although I do not think that Colonel Pope or other American tube makers would need to go into any such combine. While on the other side I heard of an effort to float a company, but do not know whether it succeeded or not."

Can Compete With Foreigners.

The manager of one of the largest tube companies in the country, who requested that his name be withheld, would neither deny nor affirm the report that a tube combine was being discussed, and said, "There is only one way that a tube trust could be formed and that is by taking every manufacturer into it. American tubing can hold its own with any in the world and American manufacturers need not trouble themselves about English matters as they are more than able to compete with the foreign trade."

Regarding the report that some of the daily papers printed to the effect that a bicycle trust was to be formed by seven of the largest manufacturers, it might be stated that the majority of bicycle men when questioned on the subject received it with smiles and claimed that any discussion of it was a waste of time.

AL REEVES.

PRICES MAY BE RAISED.

Several English Companies Propose to Increase Prices, but Lower Prices Will Doubtless Prevail.

London, Aug. 20.—It is stated that one or two English firms are meeting the panic in the trade, and checking the idea that cheap bicycles are coming, by actually issuing notices to the effect that next season their prices will be raised. This week it has been said that Starley Bros., of Psycho fame, will charge \$15 more for their high-grade wheels next season. I can hardly credit the statement, as there seems every probability that there may be a slight fall, but only very little, so far as the best makes are concerned. There are plenty of firms which are in a position to maintain their present prices, but hardly any strong enough to talk of raising them.

The report of one of the English consuls in Japan on the condition of our trade in that country is not without its lessons to the cycle industry. Although bicycles are not specially referred to, the general purport shows that the cycle trade ought to appreciate the difference in conditions. It is said that goods of all kinds are sent out which are utterly unfit for the Japanese market, in that they do not fill the wants of

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CHASE TOUGH TREAD TIRES

These tires have already demonstrated their good qualities as to service and durability on the road. It has now been forcibly demonstrated that they are the fastest.

Lucien Lesna on Chase Tires

holds all American records from 3 to 30 miles inclusive; all world's records from 3 to 25 miles in competition; the American hour record.

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rode Orient wheels equipped with

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Made by L. C. CHASE & CO., Boston, Mass.

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the natives. This is exactly what American cycle manufacturers are doing with the English trade: they are sending us over what we do not require, and, in many cases, will not have at any price. If the English trade is worth having—and there is no doubt that it is—it is well worth while to send over machines which are suitable for the English market and conform to English ideas. Supposing, for the sake of argument, that our cycles are all wrong, that does not matter. If we prefer them so, and are willing to pay for them, well, why should we not have them? Depend upon it, the American makers are guilty of a big commercial mistake in shipping over to this country cycles which are not suitable for us. Fit gear-cases, steel rims, double tube tires, adequate—to our thinking—mud guards, and disc adjusting hubs and pedals, and I venture to say the machines will sell well, for we are not patriotic enough to buy goods simply because they are English; half our things are stamped "Made in Germany" now, but we do not mind so long as they supply what we want and are sold at a reasonable figure.

Cheap Sundries as Trade Attractors.

Just now there are scores of shops in London where cycle accessories of all kinds are sold at prices which are very near, if not actually below, cost price. These firms make a point of dealing in a few well known things at ruinous prices, but as they generally combine outfitting with the accessory departments they do very well, for the man who buys a cheap cyclometer or lamp is very apt to think that he can get a suit of clothes on the same terms. Vain delusion! He will pay a great deal more than he would at a tailor's, always supposing that any tailor would supply him with the same rubbish, which I very much doubt.

The action brought by the Pneumatic Tire Co., Ltd., against the Ixion Tire Co., Ltd., has caused a great deal of talk, and people are beginning to ask if it is the beginning of the end. I certainly think that the claim of the Welch patent to inextensible edges went down, since the Ixion tire has a chain, but the judge upheld the patent, while saying that the other tire was not an infringement. The ways of judges are strange.

They Have to Deal With Faddists.

In times of prosperity the cycle manufacturer is apt to be rather brusque in his manner, but there is no doubt that few men have to deal with such an army of faddists. The other day I received a letter, running over six sheets of large-sized note paper, closely written and crossed, from a gentle-

man who had bought a machine and after using it for six months, had found that the pedals and rear wheel had worked loose and required adjustment. He said that he had written to the maker, but could get no redress. Just exactly what he wanted I do not know, but possibly it was a new machine. Another man wrote me for advice as to whether he should take legal proceedings against the manufacturers on account of his machine going wrong. He was riding along, when he ran over a boy. The boy was not hurt, and got up and ran away, but the machine had the front fork bent and was out of truth. He had written to the makers, but they had refused to put it right unless he paid for the repairs, whereas, in his opinion, they ought to give him a new machine. If he had hurt the boy he could have understood it, but that his machine should suffer and the boy should not, seemed unfair, and proved that it was a badly made mount. This is the kind of person who worries the trade and makes it bad for the man who has a genuine complaint.

A Modification of the Boudard Gear.

I had a private view of another new chainless safety this week. The gearing was simply an adaptation of the Boudard device; that is to say, it consisted of an externally toothed wheel in place of the ordinary sprocket, and a secondary axle, placed behind the crank-axle, was thus driven. This axle was connected to the rear wheel hub by coupling rods and small cranks, the whole system being practically the Loco of years gone by. How any respectable patent agent could tell an inventor that such a thing was new, I do not know, but I understand that the device is said to be novel, though just exactly where the novelty comes in I fail to see. There are some patent agents who seem to know nothing of cycling mechanics.

A Good Tip.

A while ago I heard a tip to the effect that if a tire slowly leaked its air and the puncture could not be located, a stiff mixture of sugar and water might choke the spot of egress. I mentioned this in an English paper, but said I had not tried it. Now a rider writes to say that he was so annoyed with a leaky tire that he determined to try the remedy. He took a good spoonful of coarse brown sugar and put about a wine-glassful of warm water to it, the sugar dissolving and the mixture resembling molasses. This he popped into that refractory tire and it stood a month without wanting reinflation. The tip may be of use to any one who suffers from a defective

1877

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Columbias

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Standard of the World.

Are you Thinking

of going into—or are you already in the bicycle business? If you want to make money, to give satisfaction to your customers, to grow more prosperous year after year and to build up and maintain a reputable business—note the following and remember:

We have been making bicycles 20 years.

We always lead the trade.

Our factories are the largest in the world.

Our men are the most skilled bicycle makers.

Our test department is the most complete in the world for its purposes.

Our business methods are the best.

Constant improvements in Columbia bicycles keep them far in advance of all others.

Our reputation and the reputation of Columbias reflects credit on Columbia dealers.

1898 will be a Gala Year for our representatives.

Watch this column for the next few weeks; we will make some important announcements.

POPE MFG. CO.,
 HARTFORD, CONN.

If Columbias are not properly represented in your vicinity, let us know.

1897 Models,
\$75.00

To all
 Alike.

Tandems
\$125.00.

**Hartford
 Bicycles**

better than
 any except
 Columbias,

\$50.00,
\$45.00,
\$40.00.

ALL COLUMBIA BICYCLES ARE REGULARLY
 EQUIPPED WITH

Hartford Single-Tube Tires.

We know no tires so good as
HARTFORDS.

1877

1898

pneumatic. It is not pretended that the stuff will close cuts, and with a single tuber I am not sure if, in case of puncture, the injected solution could be got to hold. So for single tubers I fear it is barred out. The Griffiths company have brought out some stuff called Dunlop "puncture-stop." It costs five shillings and is heavy and messy. If one gets a fair cut the stuff oozes out and has to be squeezed all away from the injured place, the cut cleaned round and then thoroughly benzined. After that the patch must be allowed extra long to dry. Altogether I would rather pay the five shillings to be without it.

The Gibson disc-adjusting hub, which is one of the best yet invented, and was, moreover, the first of the kind, is at last to be put upon the market by a company formed for the purpose. The works are at Leeds, and the London office is at 44 Farringdon street, E. C. The hub is extremely ingenious, but its merits are not easily explained without illustrations, which can not be secured at present. Mr. Gibson was the inventor of the disc system of bearing as applied to hubs, and in his method of locking the collars he has grasped all the essential features, some of which have been lost sight of by all the other "inventors" who followed in his footsteps. The hub is manufactured by the Quick Adjustment Hub Co., Ltd.

C. W. BROWN.

WASHINGTON TRADE QUIET.

**Dealers, However, Are Confident That Business Will Pick Up This Fall—
New Models.**

Washington, D. C., Aug. 28.—While local trade is very quiet at present, the dealers are looking forward to good business when the fall season opens. When seen by a Bearings man a great many of the dealers expressed the opinion that the outlook for fall trade was extremely bright. One of them said: "It is absolutely certain that the use of the wheel is increasing and the volume of trade must necessarily keep on expanding."

A great deal of speculation is being indulged in regarding the 1898 models and the prices that are likely to prevail next year, and it seems to be generally understood that the new models will be on sale much earlier this season than ever before. The chainless bicycle is also being talked about, but information regarding it is hard to obtain.

J. D. Arnold has recently purchased the business of Ross Thompson, doing business under the style of the Metropolitan Cycle Co. at the corner of Fourteenth and I

streets. Mr. Thompson is interested in other enterprises which demand his time and attention, and he therefore concluded to go out of the cycle business. Mr. Arnold is well known here and his many friends bespeak for him a successful career. James F. Broadbent will continue as manager. He has recently returned from a visit to the factory of H. A. Lozier & Co., where he went to get a line of the new models. He stated that a number of important improvements had been made in the new Cleveland.

A Broad Guarantee.

It has remained for J. D. Lasley, the popular manager of the local branch of the Eclipse Bicycle Co., to introduce a decided innovation. He has come out in a statement to the effect that after careful consideration it has been decided that all repairs to Eclipse bicycles should be made free of charge when presented at the main store by the owner. This broad guarantee also covers punctures, and holds good during the life of the wheel. Mr. Lasley informed a Bearings man that he was well satisfied with the present season and regards the outlook as being particularly bright.

The New Columbia Store.

The new store of the Pope Mfg. Co., at 817 819 Fourteenth street, is thronged daily with visitors desiring to inspect the new home of the Columbia, and they are loud in their praises of the magnificent establishment. Ample room has been provided in the new quarters for the exhibition of chainless bicycles and motor carriages, and it is expected that a line of them will soon be on the floor. H. G. WARD.

INCREASED DEMAND FOR WHEELS.

Cincinnati Dealers Announce that Business Has Picked Up Wonderfully the Past Month—Trade Changes.

Cincinnati, Ohio, Aug. 30.—Strange as it may seem, there is at present an increase in the demand for bicycles and supplies which is so marked as to cause comment among the dealers. Many sales are reported and the dealers are unanimous in stating that this month's sales will greatly exceed those of the previous month.

J. E. Poorman, the veteran cycle dealer, has been in Cleveland for the past week upon a business trip in connection with the Cleveland agency. He returned Friday and gave a glowing account of the new chainless Cleveland. Mr. Poorman is well pleased with the prospects of a good fall trade.

The store of Emmett P. Gray has been

removed from Race street to a more central location on Seventh street. This concern was organized only about one month ago when they purchased the entire branch of the Waltham Mfg. Co. They now handle the Orient models exclusively. Mr. Gray, the former manager of the Waltham branch, is the controlling member of the new company. He reports excellent trade, and has succeeded in placing many Orient tandems upon the market.

Another firm has left the bicycle trade for good. Sol Krouse & Co., cycle dealers on Walnut near Fourth streets, are selling out their entire stock for what it will bring and will leave the bicycle business for good. They will continue at their old place of business, but will have nothing more to do with the bicycle trade. This company handled only medium grades of goods, but the business done by them was very large and profitable. The reasons given for their retirement was that the expenses of holding over during the dull season were too heavy.

Shaw & Davies, the assigned bicycle firm, have appealed their suit to the higher courts. They were sued in the lower court by the Stoddard Mfg. Co. and judgment given against them. The question involves the sale of some tires.

The Powell & Clement Co. reports a good business for the entire month of August and the best month since May. This company is doing a large trade, especially outside of the city proper. It handles a dozen good agencies and its store is a veritable cycle show. The Victor, Remington, Iver Johnson, Ben Hur, Lovell, and the Crescent are among its agencies.

At last the affairs of the defunct Frank T. Miles Co. bid fair to be adjusted. This company made an assignment last spring and the president of the company was made the assignee. This caused considerable litigation, but the creditors were unable to remove him. Last week a bid was received for the remaining effects of the Miles company and Judge McNeil ordered that the bid be accepted and the affairs wound up. It is impossible to state just what the general creditors will receive but it will not be a very large dividend.

The Cincinnati Cable Cycle Co. is still running its factory full time, and reports good business, both locally and outside of the city. Its "cable" frame has proven to be a strong talking point in favor of its wheel. It also equips all its high-grade models with the celebrated Hall-Moore roller sprocket and chain, which has also assisted greatly in the many sales reported.

The Alpine company is the only local bi-

cycle company that continues to extensively advertise, both in the daily press and otherwise. The company has placed many wheels during the present season. It announces that it will have a tandem upon the market next season. C. F. W.

GOOD TRADE IN NEW ORLEANS.

Business This Year Has Doubled That of Last—Cut in Prices Has a Good Effect—Business Changes.

New Orleans, La., Aug. 30.—The past month has been one round of surprises, business has been brisk, two of the leading firms have sold out, prices have dropped to rock bottom, and a number of changes have been made in the trade. Owing to the extremely warm weather, August is usually a dull month. August this year has been cooler than usual, and, though one week there was incessant rain, good weather generally prevailed. Considerable new street paving has lately been done, and accordingly riding has increased throughout the city. The summer resorts and avenues of prominence are crowded nightly with cyclists. They have so increased in number since last summer that their patronage means the success of any outdoor amusement. Renting is profitable, the riding schools are still open, and are doing a fair business, sundries are selling quite well, and wheels are going splendidly at the reduced prices.

Benefits of Lowered Prices.

Prices have been cut considerably, but the cuts have had their good as well as bad results—time payments are at an end. The dealers have all cut to the lowest they can, and still earn a livelihood; but in doing this they have figured on and demand cash payments. It is as difficult now to find a store doing an installment business as it was a year ago to find one that was not. The cuts have had another effect, they have increased the sales twofold, even at this late season. But the most gratifying result has been the driving of department stores and auction rooms out of the trade. Most dealers, the larger ones particularly, are joyous over the prospects for '98. The public has already responded largely to the popular lists, and, from the number of sales during the past month, it is apparent that there has been and still is any number of persons desiring to purchase high-grade wheels at prices heretofore demanded, and yet unwilling to ride an auction bargain, preferring to wait for the drop in prices, which has come at last. In the fall of last season, auctioneers and department stores

were reaping a harvest with "odd-cent" machines; but those wheels are no longer in existence, and their owners are now purchasing first-class wheels.

Survival of the Legitimate Dealer.

One auctioneer—the only one now—is, by extensive advertising and hard work, getting rid of the last of his lot of bargains at from \$18 to \$20, and the last department store is now offering its stock at twenty-five per cent below cost. Legitimate dealers are the fittest in this era of survivals. Honesty, fair dealing, and liberality in the way of guarantees are found to constitute the only safe road to prosperity in the Crescent City. The bulk of business done this year has been more than that of '96 and the legitimate dealers believe that prospects are still brighter for '98.

Pope Business Doubled.

Mercer S. Fell, manager of the Pope Mfg. Co.'s local branch, in conversation with the writer a few days ago, stated that his business, since the cut, had almost doubled; that he had sold more wheels this year than last (though prices had not been so high—the public demanding high-grade '96 wheels at a low figure) and that he expected the business to continue as good if not better the balance of the season. The Pope people intend to make this branch the finest retail store in this section of the country. The repair department is most complete, the machinery being worked by a four-horse power electric motor. Enameling is done by the dipping process and is excellent, and a big business is done. This was the first exclusive bicycle store of any magnitude to open in the south, and owing to this and the enterprising character of the firm, an enormous demand for Columbias has been created. In every town in this state, and in Mississippi, Alabama, Florida, and Texas there is a Columbia agent. This branch is principally a local retail establishment but this territory is allowed to be handled by them and thereby considerable time and expense of transportation is often saved their agents. Clyde Swick, the head salesman, has just returned from an extensive pleasure tour throughout the north and west, Chicago being among the cities visited by him. A. B. Griswold & Co. are Columbia sub-agents. This is the largest and most elegant jewelry store in the city, and its trade is with the cream of society. They have recently built a beautiful new four-story building on Canal street near Carondelet. At one time last season the sales of this concern eclipsed those of the main depot.

The big jobbers, Stauffer, Eshleman & Co.,

have more than doubled their business of last year every month this year and the business this month is almost treble that done in August, '96. They have recently added a number of new men to their repair force, have installed a four-horse power motor to run their lathes, drill presses, and other machinery, and have increased their floor space. The building at 110 Dorsiere street, is now only large enough to contain the sundry stock, the sample wheels, and the repair department, each of which occupies one floor, save the latter, to which two entire floors are devoted. They contemplate building a larger enameling oven and installing a nickel-plating plant. This branch of their business has grown wonderfully in the past year. Having started with two repairmen, they now employ twelve regularly and at times even more. They occasionally build wheels for special orders and receive the bulk of the repair work from the smaller towns near by. Their sundry business still keeps up well. They supply almost every dealer in the city and the majority throughout this state, Mississippi, southeastern Texas, and western Florida. This is the territory traversed by their drummers, who number a round dozen in all. The Sterling has been added to their lines, which embrace the Rambler, World, and Crawford.

Jackson Cycle Co. Sold Out.

The Jackson Cycle Co., one of the three largest concerns in the city, has sold out to Stauffer, Eshleman & Co. Col. B. F. Eshleman, of the latter firm, and A. C. Abbott were the sole owners, and though they say their business in the past season has been quite good, it was deemed advisable not to weather the oncoming dull months, but to retire with the profit made this season. The services of Mr. Abbott have been secured by Stauffer, Eshleman & Co. to manage their repair department, over which they have been hunting for some time to find a competent man to preside. R. W. Abbott manager of the latter firm, expects to visit Chicago shortly on a purchasing tour of sundries and bicycles, and to negotiate for '98 agencies. His present lines, however, will most likely remain the same for the coming year.

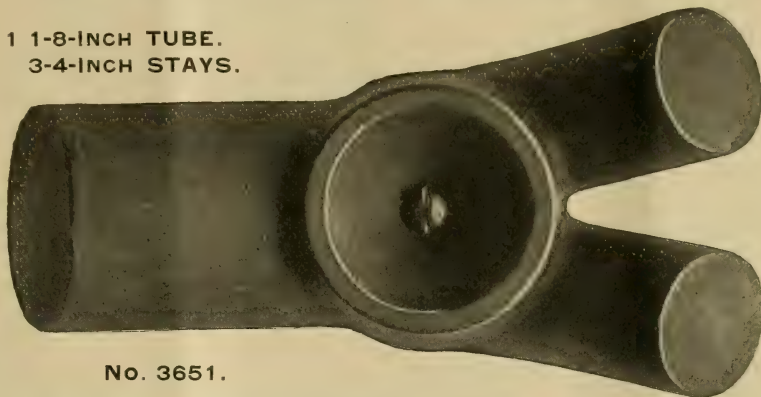
Vim Tires Are Common.

Grinder Abbott, the local representative of the Boston Woven Hose & Rubber Co., has just returned from a successful journey through northern Louisiana and the entire state of Texas. In the former state, owing to the endless season, he found the business far better than in Texas. There the season is over, and, as is customary at this period

NEW SEAT-POST BRACKET

FOR FLUSH JOINTS AND INTERNAL FASTENING.

1 1-8-INCH TUBE.
3-4-INCH STAYS.



No. 3651.

If interested, write

J. H. WILLIAMS & CO., 9 to 31 Richards St., BROOKLYN, N. Y.

FINEST FORGINGS.

Mention Bearings

of the year, each of the smaller dealers seems waiting for the others to retire in order that he may live. The business is older in that state but here it is not yet overcrowded. Since the opening of their free repair depot and the securing of so well liked and genial a representative, the Vim people have succeeded in putting their tire to the front. Red Vim tires and nickel-plated Carlisles are common on the local race courses.

B. E. Harris & Co. to Move.

The Carlisle is sold by B. E. Harris & Co., the stock of whose local branch, which was formerly located in the same building as the Southern Cycle Works, has been sold out to the latter firm. T. D. Harris, the manager of the branch, in an interview with the writer, stated that this stock was sold to save the expense and labor necessary to the move he contemplated, and to clear up a stock which had accumulated since the branch was opened and which was not a most desirable one. He has made arrangements to open another store on Baronne street near Perdido, which is more spacious and considered by him a far better location. He has now some few wheels in the new store but no stock of sundries yet. His business on Carlisles has been splendid. As fast as the main store could supply this model he has sold them. He expects to do

principally a bicycle business in the future.

Growth of the Southern Cycle Works.

The Southern Cycle Works was opened early in '96 by G. A. and H. M. Journey. At first an extensive repair business was all that was done. Then second-hand wheels were rented, bought, and sold. These two energetic workers soon succeeded so well as to lay in a stock of sundries and bicycles. Then B. E. Harris & Co. opened a branch in the same building. Now the Southern Cycle Works has purchased their entire stock. Since its beginning this firm has made more progress than any other in the Crescent City. There are few first-class repair shops here. This was one of the first of any consequence—the first to do lathe work. To this fact and to their location is most likely due the company's success. A large gas engine has been recently installed to work the machinery, new signs are being painted, and extensive advertising done. The partners now occupy the entire building at 424 Baronne street.

White Bicycle & Sundry Co.

Among the other successful dealers the White Bicycle & Sundry Co. takes rank. It is just issuing its first catalogue. Its business this season has surpassed that of '96. The company is advertising extensively

and does one of the largest retail sundry businesses. W. T. White has just returned from Chicago, where he has been for the past fortnight, purchasing sundries, supplies, and bicycles. A strict cash business is done. The firm's repair business is also a leading one.

Hill Caters to the Swells.

A. M. Hill, one of the leading jewelers, who caters to a high-class trade, has two prominently located stores, one on Canal street, near Royal, and the other under the new St. Charles hotel. The former is the principal bicycle depot. The Howard, Great Eastern, and Yankee Flyer are his lines. The Great Eastern is becoming well liked.

V. V. Barousse Will Move.

V. V. Barousse, who is now located on the corner of St. Charles avenue and Terpsichore street, intends moving into more elaborate quarters a square farther down the avenue, on the corner of Melpominee. The new store is larger and better located. He handles the Companion bicycle and calls his store the Companion Bicycle Works.

Cronan Succeeds Cronan & Blake.

The firm of Cronan & Blake has been succeeded by the senior partner, F. Cronan. The store has been renovated and new signs have been hung out. Mr. Cronan has a good sundry trade and keeps a popular storage depot. He conducts a first-class repair shop and sells Sterling wheels. He is located on Baronne near Gravier street. His store is pretty and attractive.

Testard Buys Avery & Sons' Stock.

H. A. Testard, successor to Testard & Nick, reports a splendid business. He says that this year, with him, has far surpassed '96. He has purchased the stock of B. F. Avery & Sons, and from them has taken the Smalley bicycle. He handles a large line of sundries and does considerable jobbing. Peter Casse, a well-known local amateur, has been secured by him to manage his repair department. Mr. Testard handles the Waverley, National, and Temple, in addition to a wheel sold under his own name. He is another believer in extensive but judicious advertising.

L. S. West has removed from Connery and St. Charles street to Tulane avenue near Basin. The latter he finds is a better location.

Gus Betat has moved into a larger store next door to his old one, 706 N. Claiborne street. He does a thriving renting and sundry business.

Garnier's Partner Decamps.

About three months ago, Em. Garnier, a large hardware merchant handling bicycles

was duped into a partnership with a man named Winchester, who gave fair references and appeared all right. Mr. Garnier furnished the capital and stock to open a renting and repair shop in a good neighborhood on Baronne street. The firm was called Winchester & Garnier. About a week ago Winchester was missing. He had left town with whatever he could secure in cash from the store, some \$300 in all. Mr. Garnier then closed the store and now conducts his business as formerly in a portion of his hardware store.

R. Stalley has succeeded Stalley & Stouts, and Mr. Stouts has secured the position of manager of S. D. Hogue's bicycle store in Baton Rouge, La. Mr. Stalley recently moved to a larger store on Howard avenue near Baronne street. This new store is quite extensive, having entrances on two parallel streets.

Mr. Gore, of the firm of Gore & Edwards, has returned from Chicago, where he has been on a short pleasure trip. The firm is located at 513 Tchoupitoulas street. They sell the Phoenix and Southern Special.

P. F. Fernandez sells the Speeder and Alcazar. He has named his new store the National Cycle Works. He is now located on the corner of Dumane and N. Claiborne streets, both of which have just been repaved, thereby making the corner a good location.

FRED MOORE.

VIKINGS TO LIST AT \$60.

Alvin Peter Breaks the Ice by Announcing Next Year's Prices—He Doesn't Favor the Chainless—Other Toledo News.

Toledo, Ohio, Aug. 30.—Evidently Alvin Peter, of the Union Mfg. Co., does not look with much favor on the chainless wheel, for in a talk last week he averred that after all the other fellows had experimented and had "blown in" their money on a successful chainless model, if it ever was produced, he would be pleased to manufacture one. Until that time he would continue to make the good old chain-driven wheel, all of which indicated that he looked on the successful chainless model as a very remote possibility. As this is the time of the year, however, when manufacturers begin to cast about for the next season, Mr. Peter has broken the ice by saying that the Viking for next year will list at \$60. He will also manufacture a Viking Special at \$75 and the Hero model at \$40. This has been a prosperous season for the Hero, for according to Mr. Peters 3,000 of these wheels have been made this year, to say nothing of the '97 output of Viking models. Mr. Peter has also asserted that the Union Mfg. Co. expects to make 8,000

wheels for next season. Work has been well started on the '98 model and the '98 specifications will be announced in a few days. That order for 1,000 Keno medium-grade wheels, which has already been announced at length in these columns, is now nearly completed and by next Tuesday every wheel will have been made and sent out. The Viking plant will be started on the '98 season with new machinery and greater and more modern facilities. Traveling salesmen are already well started on the '98 output, which will have a market in all the foreign countries touched this season, besides many foreign countries where the Viking has not yet been introduced.

May Make Road Skates.

One day last week an inquiry came to the Toledo Metal Wheel Co., from Glasgow, Scotland, asking for lowest figures on the manufacture of 5,000 lots of the Anderson bicycle skate. This is a recent patent and is more commonly known as a road skate on the cushion tire pattern. The wheels are five inches in diameter with one inch clincher tires, this latter being known as the Bartlett clincher tire, which has been patented. It will require especial equipment to manufacture the wheels, but the Metal Wheel company will take the contract if the figures are satisfactory. Lots are wanted by the Glasgow parties in quantities of 5,000 or more. On Friday an order came from the same locality, Glasgow, asking for the early shipment of twenty-seven juvenile wheels. The factory is now being operated six days in the week instead of five, as heretofore, and the force has been increased twenty-five per cent in the past week to get out the many orders for shipments of juveniles. By September 1, the Metal Wheel company expects to have its force working twelve hours a day instead of ten hours, as at present.

Business at the Patent Office.

"You wouldn't believe it, but the patent office is a good many thousand dollars on the right side by the receipts from bicycle patents," said an ex-official in the Toledo customs house one day last week, "and the end is by no means in sight. The bicycle itself is almost free from patent, and people can make any kind of pattern of wheel they see, but they won't do so because they can buy the wheel made so much cheaper than they can make it. There are almost as many different kinds of saddles as there are bicycles, and hundreds of side issues in the way of tires, tire repairs, parcel carriers, repair tools, handle-bars, sundries, etc. Thirty-five letters patent bring in \$1,000, and there is scarcely a month nowadays

that that amount of money does not pass over the counter. Next to electricity and the thousands of kinds of plants, machines, and apparatus that it has brought into use, the bicycle has done the most in the way of increasing the receipts of the patent office. A person would think that everything about a bicycle desirable had been invented and patented. Far from it. There are more patents pending today than any month since the wheel came into use."

Joseph Yost's Popularity.

As indicating the popularity of Joseph L. Yost in the ranks of the local democracy, the returns from the fifteen wards of the city on Saturday night showed him to have received 1,560 votes for the office of county treasurer. The primaries were held Saturday and Mr. Yost had four opponents. Their combined vote was but 874, so that he has a plurality of 686 votes or nearly twice as many as his four opponents. With the exception of the candidate for sheriff, who polled 193 votes, Mr. Yost had the largest vote for any ward in the city, securing 192 votes in the second ward alone. He is now actively in the race for the treasurer-ship and it would surprise no one if he is elected to the office at the forthcoming election. Mr. Yost is popular with all classes and that will count greatly in his favor.

Will Push the Safety Gear-Case.

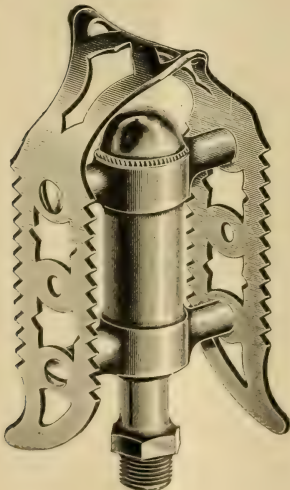
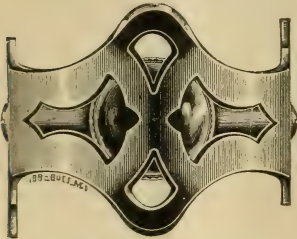
Many advantages are being claimed for the new Safety gear-case, which is being manufactured for the '98 season by the Safety Gear Case Co., at 503 Monroe street. It is made of leather, hardened by a peculiar process of the concern's, making it indestructible, not liable to breakage, and at the same time susceptible to a great variety of beautiful finishes. For several years, the company argues, the most pressing need of the great army of wheelmen and wheelwomen has been a properly made, dust proof, and easily fitted and easily adjusted gear-case. It is justly claimed that, being lined and carefully fitted together, the Safety is practically dust proof. It is said to be the easiest gear-case to fit to a wheel, and when fitted will wear for years without becoming loose or rattling, as other gear-cases do. It is claimed also that by the nature of the fastenings and the manner of its construction it is extremely easy to detach from the machine when necessary to lubricate the chain or make repairs; moreover, it is self-adjusting and the chain may be adjusted at any time without removing or in any way interfering with the gear-case. Circulars have been sent out extensively announcing the formation of the company.

“Beautiful Snow”

Have you seen the new finish on the “Snow” chain? Original with the makers, SNOW CYCLE CHAIN Co., Syracuse, N. Y.

Selling Agents,
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1898

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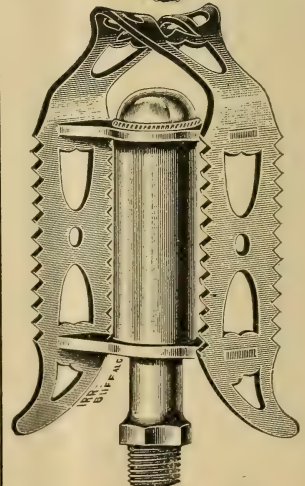
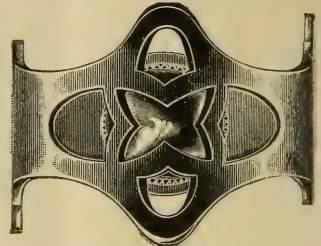
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Mention Bearings

THE “C. & M.”





Blank's New Driving Mechanism.

Fig. 1.—588,628.—Bicycle; H. F. Blank, Quincy, Ill.; application filed January 19, 1897; serial No. 619,788.

In order to enable a rider to apply power throughout a greater range of movement than a half circle, this driving mechanism was produced. It consists of two sprocket wheels connected by the usual chain, and the crank-shaft has the customary cranks. Pivoted to each crank is one end of a bell crank lever, the other end having a pedal. This lever, at its angle, is connected by a link with the frame. It will be seen that with this construction the driving pedals are so arranged that before one has completed its downward movement the downward movement of the other has begun, thus avoiding any dead center.

An English Variable Gear.

Fig. 2.—588,657.—Driving gear for bicycles; W. Reilly, Salford, and C. Haigh, Manchester, England; application filed December 29, 1896; serial No. 617,426.

A convenient means for "gearing up" is shown in this illustration. The sprocket wheel A has an internal gear which meshes with a series of pinions B journaled on the hub of the driving wheel, and in turn meshing with a revoluble toothed sleeve on the axle. The inner part of the hub C (Fig. 2^a) has teeth k", and the axle has teeth e, fixed thereto. Over the toothed sleeve D fits a sleeve K, having internal and external teeth, the former being in engagement with the teeth of the sleeve D, and the latter engaging those of the hub. By means of the sleeve M, which may be moved longitudinally by the worm L, the pinion or sleeve D may be fixed to the shaft e, in which case great power is available, or it may be en-

gaged with the internal teeth k" of the hub C, in which case less power is applied, but the speed may be increased.

Smith's Head Clamping Device.

Fig. 3.—588,665—Lock; R. W. Smith, Astwood Bank, Eng.; application filed November 24, 1896; serial No. 613,342.

In this construction a friction band A is employed to secure the steering stem to the head so that the bicycle may be safely leaned against a wall. To this end the upper edge of the top lug C (Fig. 3^a) and the edge of the ball collar D are beveled, and the band is introduced between them. When tightened, this band presses against the beveled edges with such force that their relative movement is made only with difficulty.

A Freak English Chainless Model.

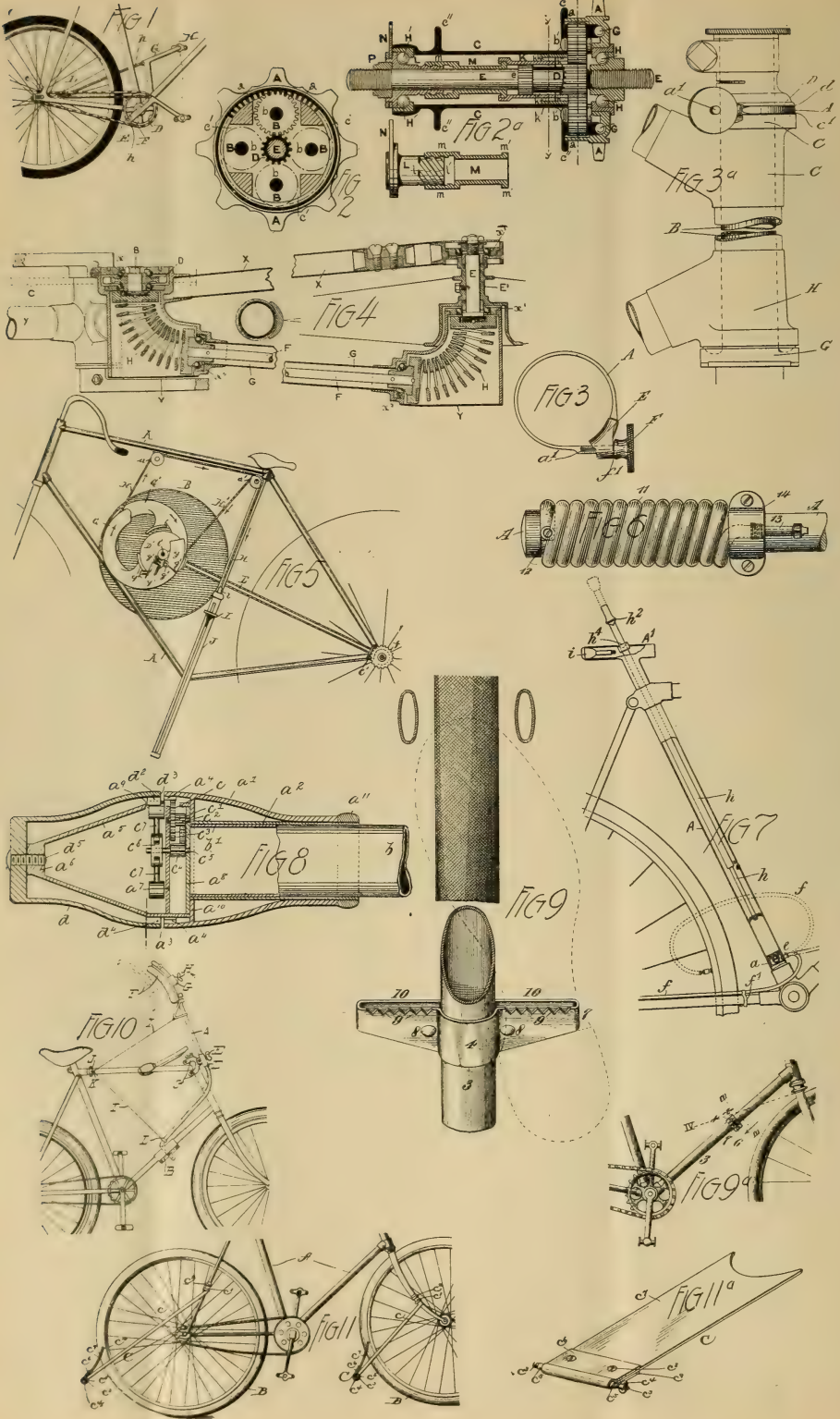
Fig. 4.—588,684.—Driving gear for velocipedes; F. E. Macmahon and A. J. Postam, London, England; application filed November 16, 1896; serial No. 612,352.

Above the usual crank-shaft is a short shaft B, geared to the former as shown. Motion is imparted from the intermediate axle B to rear wheel by an axle F connected to the shaft B and the rear wheel hub by flexible shafts in the forms of coil springs.

Eickershaff's Idea of a Chainless.

Fig. 5.—588,697.—Bicycle; J. H. Eickershaff, Cincinnati, Ohio; application filed July 6, 1896; serial No. 598,228.

In this construction it is the object of the inventor to do away with the crank movement and substitute an up and down movement therefor. To this end the central standard is provided with guides for pedals I, which latter are connected by cords passing over pulleys to friction discs in turn connected to a shaft having a



beveled pinion meshing with a pinion on one end of a long shaft E, the other end having a pinion in engagement with one on the hub of the driving wheel. There are several curious features described in this patent, but an article of this nature will not permit any extended description thereof.

Granger's Spiral Tube Grip.

Fig. 6.—588,794.—Handle; H. K. Granger, South Weymouth, Mass.; application filed August 11, 1896; serial No. 602,406.

This handle may be used for tools as well as for bicycle handle-bars, though especially applicable to the latter use, as it obviates much objectionable vibration. It consists of a rubber tube 11, which is secured at one end of the bar, spirally wound around a portion thereof, and again secured. This tube may be inflated with air or water through a valve 13. Thus an elastic and soft grip is provided, the elastic qualities of which relieve the jars occasioned by riding over rough roads.

Simpson's Tire Inflator.

Fig. 7.—588,840.—Tire inflator; H. D. Simpson, Derby, England; application filed August 17, 1896; serial No. 603,020.

In the bicycle here shown, the saddle-post is utilized as a pump barrel and a piston rod having a piston is inserted therein. Rubber tubes lead from the bottom of the barrel to the wheels, so that by operating the piston rod the tires may be inflated. The cross piece of the saddle-post is hollow and is used as a receptacle for a small threaded rod, which is the handle used in operating the pump.

A Concealed Grip Bell.

Fig. 8.—588,860.—Bicycle bell; J. S. Foley, and J. H. Birch, West Bromwich, England; application filed April 12, 1897; serial No. 631,800.

Here the grip is made in two parts, the inner part being rotative and operating a series of pinions which move a rotary clapper held inside the handle. The other part of the handle composes the gong, and it has

internal lugs against which the rotary clapper strikes.

Nisbet's Foot-Rest.

Fig. 9.—588,873.—Foot-rest; W. W. Nisbet, St. Louis, Mo.; application filed June 8, 1896; serial No. 594,680.

This invention consists of a foot-rest applied to the lower reach of the frame in such a position that it may serve as a rest for the feet while coasting or when using the foot as a brake. The under side of each arm tapers upwardly from the frame. The object of this is to form a bearing for the inner face of the heel of the shoe when the toe of the shoe is pressed against the tire to brake the wheel. Fig. 9^a shows the position of attachment.

Roberts' Shoulder Rests.

Fig. 10.—588,881.—Shoulder brace; Arthur Roberts, Milwaukee, Wis.; application filed April 18, 1896; serial No. 588,136.

This shoulder brace is for the rider to brace himself against in rapid riding. To the lower reach of the frame is secured a clamp to which is bolted or riveted the stay rods A and A, passing through a clamp D and provided at their upper ends with shoulder pads G. The rods A and A are somewhat elastic, and their tension may be adjusted by means of the cords I. The position of the clamp B may be changed at will.

Hoyt's Mud Scrapers.

Fig. 11.—588,922.—Mud guard; N. Hoyt, Philadelphia, Pa.; application filed January 14, 1897; serial No. 619,155.

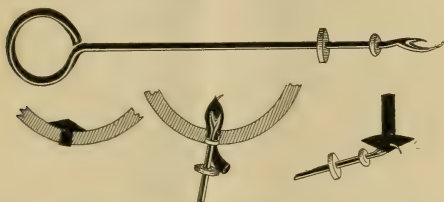
In this mud guard, two rods c and c are employed and secured to the frame, one on each side of the wheel. At their outer extremities these rods carry attaching plates c⁶ (Fig. 11^a) to which are secured the scrapers c⁷. The attaching plates encircle a bar c⁵, joining the outer ends of the securing rods, and by means of the thumb-screws c⁴, the scrapers may be adjusted at any angle to the wheel. By this device the mud is scraped from the wheel almost immediately after it has become attached thereto.

The Rubber Tire Association Official Repair Tag can be had by manufacturers and dealers on application to the secretary, Kirk Brown, 504 West 14th St., New York City, in lots of 1,000 or more, at \$1.75 per thousand, cash with order.

PEOPLE AND THINGS

HEYWOOD'S NEWEST TOOL.

A. T. Heywood's newest tool for the quick repair of punctured tires is illustrated herewith. The instrument and its method of operation are simplicity itself. The tool is designed to be used in conjunction with the inventor's neat little cutting tool, previously described in these columns. The puncture having been located and a small



circular section of the tire removed with the cutting tool, a plug of the proper size is selected and the curved point of the plugging instrument is passed through the head, as shown at the left. Cement having been smeared on the plug and around the hole, the plug is inverted and forced through the hole head foremost with the point of the tool. A small finger or teat on the convex side of the long point prevents the plug passing up on the tool, and the little metal collar above the hook forces the plug through the hole, as shown in the upper middle view. The second larger collar stops the tool from passing too far into the tire and carrying the stem of the plug with it. The tool is next withdrawn and the head of the plug firmly seated against the inner surface of the tire by pulling on the stem, which is then cut off and the repair is complete. The inventor, A. T. Heywood, of Chicago, has applied for patents on this device, which is so simple that the veriest tyro can operate it with success.

DEATH OF ARCHIE CLARK.

Toledo, Ohio, Aug. 30.—Tradesmen and manufacturers in all branches of the cycle industry will learn with deep regret of the death of Archie B. Clark, which occurred on Friday morning last, at his home, 334 Twenty-first street, in this city. Few young men enjoyed the acquaintance with the trade as did young Clark, whose able correspondence to Bearings and other cycle

journals, including *Le Velo* (Paris) and other foreign papers, has been of pecuniary benefit to many local manufacturers, as well as to outside manufacturers. He was gifted with a particularly bright mind, a ready pen, and a faculty of writing his observations in a happy and yet forceful vein.

His illness dates from his youth, for he has always been little less than an invalid. Early in the year he was on the editorial staff of Bearings, but rapidly failing health



ARCHIE CLARK.

compelled him to seek southern climes. About two months ago he returned to Toledo without having been benefited by his stay in the south, and as it proved to be returned only to breathe his last here. He was twenty-three years of age, of a bright, sunny disposition, and a writer of unusual force and ability. He was keen to note all changes and improvements in the cycle industry and could always be relied upon to present the news of the industry in its proper light. The local trade will miss his bright contributions and the trade journals his clever and painstaking work for their interests. As a writer of special stories, such as were sent Bearings on the occasion of his recent trip south he took rank with some of the best descriptive

Mr. Manufacturer:

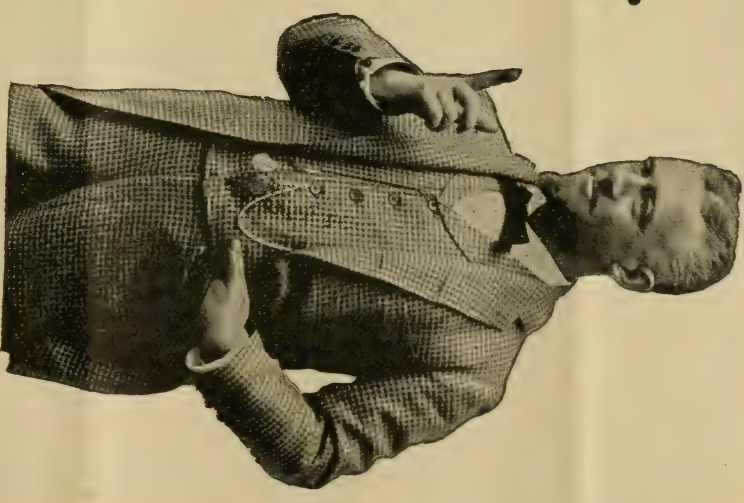
Not only do we make **A I Tubing**
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Western Office and Wareroom,

135 Lake St., Chicago, Ills.



The new Cupid model.

writers of the day and won for himself a well-earned reputation. He knew personally nearly every traveler in the trade, and many are these who will regret his untimely taking off.

THE NEW CUPID MODELS.

Neat pamphlets are being issued by the Toledo Metal Wheel Co., announcing the specifications of the new Cupid juvenile bicycles for boys and girls. Nos. 7 and 9 are the boys' machines, 24-inch and 20-inch wheels, and Nos. 8 and 10 are the girls' models, 24-inch and 20-inch wheels. The specifications are all that could be desired for a wheel of this kind, when it is considered that the price is but \$35 for the boys', and \$40 for the girls' wheels. The frame is of steel tubing, 13 16 inch diameter; height of frame for No. 7 is 18 inches; No. 9, 16 inches. The rims are Plymouth wood, interlocked; Spaulding & Pepper, Goodrich, or Morgan & Wright tires; rat trap pedals; oak-tanned saddle, truss pattern; jet black or maroon enamel finish. The fittings include tool-bag, wrench with hardened jaws, oil can, and pump. Cranks are drop-forged steel, 5½ inches long on No. 7; 4½ inches long on No. 9; cork grips; straight tangent spokes; one piece steel hubs, turned; three-point bearings, dust-proof; Indianapolis chain; tread 5½ inches; drop-forged chain adjusters; adjustable wood handle-bars; gears, 55 and 47; full ball bearing. The weight of No. 7 is given at 22 pounds, and of No. 9 at 21 pounds. With the exception of the curved top bar in Nos. 8 and 10 and the following specifications, the specifications for Nos. 8 and 10 are the same as 7 and 9. Height of frame is 17 inches for No. 8, and 15 inches for

No. 10. Combination pedals are used and there are dress guards over the rear wheel.

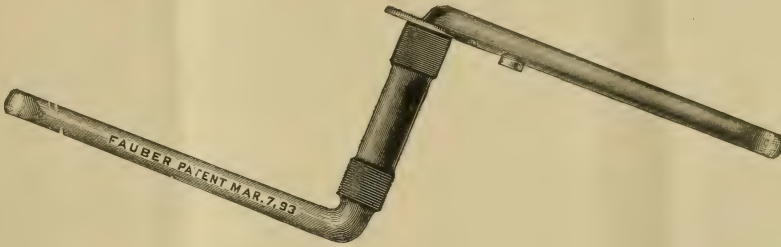
In addition to the Cupid, the Metal Wheel company will continue to manufacture its line of Favorite juvenile wheels, which were sent out so largely this season. It will also manufacture a new juvenile tandem, which is expected to prove a good seller.

FIFTY-CARBON CLINCHER TUBING.

It is said that a number of shipments of 50-carbon Clincher tubing has been made recently to Europe, and that it may be made shortly in England by one of the largest companies engaged in the cycle business. Some severe tests for crushing, vibration, and deflection under transverse bending strain, have been given this tubing with remarkable results, proving it, it is claimed, size for size and weight for weight, to be stronger for straight ahead bicycle frame work than any seamless tubing made, and to cause the bicycle manufacturer no more trouble or annoyance in building either flush-joint or outside joint frames than when made from seamless tubing, and yet the danger to the bicycle rider of having the Clincher tubing frame give out by bending or denting is much less than with the tubing made from the much softer material, even in the high carbon grade usually employed by the seamless tube manufacturers, because it draws easier.

The Wilmot & Hobbs Mfg. Co., of Bridgeport, Conn., maker of this patent tubing, makes mention of the fact on the other hand that it is impossible by its method of manufacture to make clincher tubing from a grade of steel which will not bend double on itself, for if the metal is in the least de-

Fauber



One-Piece Crank-Axle

The Fauber Patents are pioneer and cover One-Piece Crank-Axles of every practical construction.

The Fauber Axle will be very popular in '98. It has been adopted by a number of large manufacturers, not only on account of its simplicity, but also on account of its durability.

For full information, write to

W. H. FAUBER

70-74 W. Jackson St., = = CHICAGO.

Mention Bearings

gree brittle and unsuitable for cycle construction the interlocking teeth will break off when clinching them.

The company is preparing to send to all cycle dealers and manufacturers samples of seamless and clincher tube of corresponding sizes brazed together parallel, one end of which has thereafter been squeezed together in a testing machine or vise. The other end is left for the purchaser to squeeze or crush in his own vise.

"Many talk of a frame made of seamless tubing as proving its standard of quality," writes Mr. Hobbs, "and that the bicycle is consequently worth more than if made of brazed tubing. This is probably true as relates to most brazed tubes heretofore made, for it has been necessary to make them from a dead soft steel to prevent the seam from opening from the springiness of the steel when brazed, and again, in this soft steel the thickness of wall of tube or weight per foot has to be greatly increased to obtain sufficient strength. Now, with the Wilmot patent clincher tube these conditions are altogether different. It is believed to be the only practical method of making a high carbon or spring steel tube and of a grade of material stiffer than can be worked economically by seamless tube manufacturers. The interlocking or clinching of the teeth thoroughly unites the edges of the uniform gauge smooth surface cold rolled steel strips which are prepared by this company direct from the billets and in its own mills specially for this tube manufacture."

For especially high grade work this tubing can be "copperized" in a manner that assists in the making of perfect brazed connections or joints, and is also an excellent anti-rust precaution, greatly lessening the liability of rust starting under the enamel and causing it to blister and fall off; when the enamel is accidentally chipped off rust is not liable to attack and weaken or mar the surface of the tube.

THE '98 TRINITY.

Work has begun at the factory of the Trinity Cycle Co., at Worcester, Mass., on the tools for the 1898 model. The details of next year's Trinity have been practically decided upon. The models have been tested by a month's hard riding and the results have been, as one of the officers of the company says, immensely satisfactory. The company will push its European trade next season and with this end in view is prepared to fit out all models with gear-cases and

brakes. In conversation with a Bearings representative, Treasurer Faulkner intimated that the Trinity company would not be likely to build any chainless models. The company will make only one grade of bicycles and promises that that grade shall be even better than this season's popular mount.

Regarding prices for 1898 there is still some doubt. "We can tell better January 1," said Treasurer Faulkner. "One thing is certain, the price will be as much as we can get."

Riders of next year's Trinity will be able to clean the bearings without removing them. Where a gear-case is demanded the Frost device will be used. The Trinity people believe that there will be an increased demand for brakes next season, especially on men's models. The Trinity will be equipped with something new in this line. It will be a plunger brake, but the plunger will be a roller on ball bearings. The brake is as effective as the style of plunger brake commonly in use, and is said to be much easier on tires. The lease of the Trinity's quarters in Worcester expires this year, and by the beginning of next year the company will be snugly established in a factory of its own which is approaching completion at Keene, N. H. The new factory will be considerably larger than the present one, being 205x45 feet, with an L 65x45 feet. The structure will be three stories high. A separate building will be constructed for brazing. The new factory will be equipped with electric power and electric appliances throughout.

REGARDING G. & J. PRICES.

Editor Bearings: We regret to say that on page 370 of your August 26 issue you have erroneously stated that this company has made announcement of its prices for '98 Rambler bicycles. No such announcement has been authorized, and in fact, we are not prepared to say what '98 prices will be. You evidently drew your conclusions from our recent ad, announcing reductions of '97 Ramblers to \$65, a price, as stated in the ad, which we would necessarily be obliged to make on '97 goods in 1898.

We trust you will make comment on your error in your next issue, and thereby obviate any misunderstanding on the part of agents and the purchasing public.

Yours very truly,

GORMULLY & JEFFERY MFG. CO.
Chicago, Aug. 27, 1897.

TRADE BRIEFS

The annual meeting of the Rubber Tire Association will be held at the Arena restaurant, New York City, September 6.

Work on the 1898 Andrae is progressing rapidly, and it is expected that the large Milwaukee concern will have the new model out within a few weeks.

Manager Meserve, of the Safety Poise Cycle Seat Co., reports increasing sales. Since the seat has undergone advantageous changes, it has been beautified and made very comfortable.

Announcement is made that a meeting of the creditors of George M. Hendee and Edward A. Nelson, composing the Hendee & Nelson Mfg. Co., and E. A. Nelson & Co., will be held in Springfield, Mass., on September 11.

The Aquila Wheel Mfg. Co., of Louisville, assigned Tuesday. The assignment was precipitated by importunate creditors. President W. M. McKown has been appointed assignee. No statement of assets or liabilities was made.

In the Independent Cycling Club's ten-mile road race over the Blue Island course, Chicago, last Saturday, first and second places and first time were won on Nelson Specials, the wheels made by O. P. Nelson, 420 Thirty-first street.

The Waltham Mfg. Co. and the L. C. Chase Tire Co. are very well pleased with the magnificent showing which is being made by Lesna on an Orient fitted with Chase tires. In two rides the French champion has annexed a score of records.

The crown princess of Sweden, nee Princess of Baden, has purchased a ladies' Rambler bicycle from the Baden Baden Rambler agent. Evidently the German prejudice against American-made wheels does not extend beyond the German bicycle trade circles.

The National India Rubber Co., maker of Kangaroo tires, is much elated over the successful ride in the recent six day race in Boston by Barnaby, who was mounted on Kangaroo tires. This new tire firm is making a big bid for winning popularity, and it is making distinct progress.

The coasting match held at Cedar Grove, N. J., last Saturday, under the auspices of the Associated Cycling Clubs of New York, was won by W. A. Shockley on a Victor, and second prize was won by W. H. Furman also on a Victor. All leading makes of wheels were entered and Victor riders won all the prizes offered.

The announcement that C. M. Fairchild has been engaged as general manager of the Olive Wheel Co., of Syracuse, N. Y., is one of the latest trade surprises. For twelve years he has been allied with the cycle and accessory trade, and for the past four years as manager of the New York Tire Co.'s western business. So closely has he been identified with the success of New York tires that this announcement is received with redoubled force. Conscientious, brainy, and sincere, the Olive Wheel Co. has secured in Mr. Fairchild a manager whose worth will be made plainly apparent during the next few months' struggle for supremacy. As secretary of the Century Road Club of America, Mr. Fairchild enjoys a most extensive acquaintance in the trade and among the riders of this country.



WANTED, FOR SALE, TO EXCHANGE.

Advertisements under this head, 5 cents per word. Checks, money orders, postoffice orders, or 1 and 2 cent stamps received. Cash with order.

WANTED—AN IDEA. Who can think of some simple thing to patent? Protect your ideas, they may bring you wealth; write John Wedderburn & Co., Patent Attorneys, Washington, D. C., for their \$1,800 prize offer and new list of 1,000 inventions wanted.*

\$7,800 GIVEN AWAY

To persons making the greatest number of words out of the phrase "Patent Attorney Wedderburn." For full particulars write the National Recorder, Washington, D. C., for sample copy containing same.*

WANTED—Stock of bicycles for which \$10,000 cash and \$10,000 real estate will be paid. Address A. C. K., care Bearings.

TIRES—Send for a sample pair of our Gem tires, double tube, corrugated tread, made up to date. Single pairs (to the trade only). \$3.75, lots of five pairs and upward, \$3.50. Come in 1½x28-inch size only. All orders shipped C. O. D., or on receipt of money order. CHICAGO BICYCLE SUPPLY CO., 69 Dearborn Street, Chicago.

WANTED—Position as foreman of enameling department in bicycle factory. Understand thoroughly all branches, had considerable experience, and can furnish first-class references. A. W. F., care Bearings.

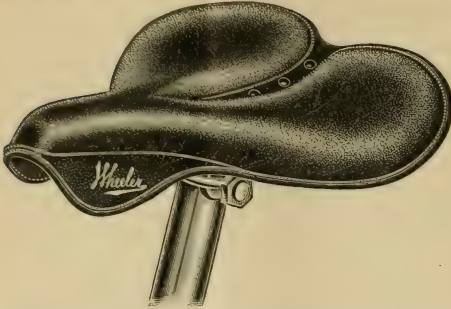
WANTED—Cash buyer for cycle trade publication; great possibilities. Box 795, Springfield, Mass.

TIRES—\$5.50 pair, express prepaid. Best '97's. Full warranty. MINERALIZED RUBBER CO., 5 New York City.

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TRADE HAPPENINGS

Anderson, Ind.—Fin Barcas has moved his bicycle repair shop to Pendleton.

Aurora, Ill.—Sharfe & Co. will move into the basement of the store recently vacated by Long & Son, and will manufacture a bicycle hub invented by Robert Sharfe.

Binghamton, N. Y.—The bicycle store of T. M. Symonds, at 98 Chenango street, has been closed by the sheriff.

Bloomington, Ill.—The Lincoln's Home Cycle Co. has been organized at Springfield with a capital stock of \$2,500.

Campello, Mich.—The Monarch Rubber Co. has begun the manufacture of a new tire.

Canton, Ohio.—The Canton Cycle Co. has gone into the hands of a receiver.

Chicago, Ill.—The Revere Rubber Co. has filed a bill for a receiver in the superior court for the A. R. March Mfg. Co., the bicycle manufacturing concern which was seized by the sheriff on judgments aggregating \$10,000.

Chicago, Ill.—The Hero Cycle Co. has been incorporated here for \$15,000 by H. D. Irwin, L. L. Dent, and R. H. Patton.

Chicopee, Mass.—The Harris Mfg. Co., New York, recently organized with a capital stock of \$500,000, and engaged in the manufacture of Stanley bicycles, etc., contemplates removing its plant to Chicopee.

Cincinnati, Ohio.—J. F. Williams, bicycle repairer, is reported to have given a bill of sale for \$300.

Columbia, Pa.—Keefer & Heise, bicycle dealers, have been closed out by the sheriff.

Durand, Mich.—R. E. Davis will open a new bicycle store in the Gibson building.

Elmira, N. Y.—The Eclipse Bicycle factory will start up again after a shut-down of two weeks. Extensive repairs have been made to the machinery.

Grand Rapids, Mich.—The suits involving the Hamilton-Kenwood Cycle Co. were discontinued Friday last, and a petition will be filed by J. F. Baars, trustee under the \$100,000 mortgage, for the appointment of T. J. O'Brien as receiver to wind up the affairs of the concern.

Hagerstown, Md.—The Crawford Bicycle Co. held its annual election of officers, and R. bert S. Crawford was elected president; Charles H. Carlisle, vice-president; Edward W. Mealey, treasurer; George D. Crawford, secretary; Norman McPherson, L. B. Whympier, and J. Van Mater, of Washington, D. C., directors.

Haverhill, Mass.—Haverhill will have a new industry. D. G. Dunbar will begin the manufacture of special high-grade bicycles.

Pinckneyville, Ill.—T. L. Wallace has opened a bicycle store.

Reading, Pa.—Rhoads Bros. have bought an establishment of the Penn Cycle Co., and extensive improvements will be made in the repair factory at Seventh and Cherry streets.

Salt Lake City, Utah.—The Salt Lake Cycle Co. has been attached, and a chattel mortgage for \$6,730 has been foreclosed.

San Francisco, Cal.—The Dorothy Lamp Co. has been incorporated by Daniel R. Williams, James H. Jennings, Charles S. Burrell, Joseph B. Kennedy, and Frank J. Burke, to manufacture and deal in lamps for house, bicycle, and carriage use. Capital stock, \$100,000, of which \$25,000 has been subscribed.

Scranton, Pa.—A. G. Chase and R. Farrar, composing the firm of Chase & Farrar, bicycle dealers, have assigned to J. W. Browning.

Shelbyville, Ind.—County Treasurer Wilson has levied on all the stock of wheels and general property of the Century Bicycle Co. for delinquent taxes.

West Gardner, Mass.—J. B. Barnes, bicycle agent, has been attached and a keeper put in charge.



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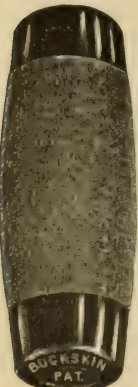
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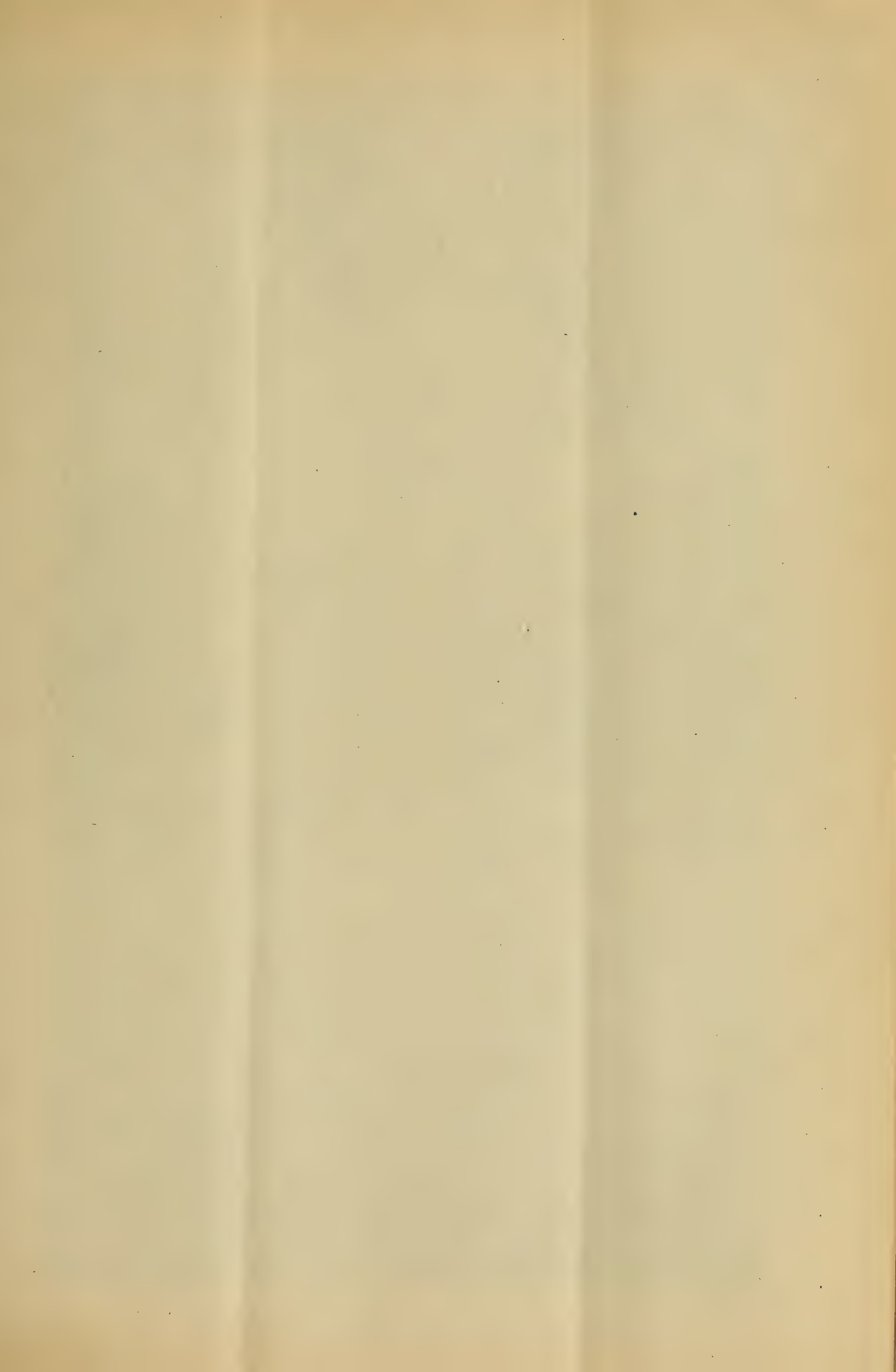
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THE CHAMPIONS OF YESTERDAY AND TODAY--A. A. ZIMMERMAN AND E. C. BALD.

BEARINGS

VOL. XVI

CHICAGO, SEPT. 9, 1897

No. 6

FROM LONDON TO PEKIN AWHEEL

By William J. Reid

CHAPTER XII

A raw wind came whistling from the east as I left behind the gloomy walls of Faizabad for the toilsome ride through the country ahead to the borders of the Chinese empire at eastern Turkestan, which but for this unwelcome feature could not have been more enjoyable, for the whole length of the province of Karataghian, through which my route lay, was a constant succession of the most ideally beautiful river valleys and perfect gems of grassy plateaus. There are fewer finer prospects than the long valley at the headwaters of the Jihoon river. Throughout the whole of this country are seen dispersed over immense plains mounds of earth, covered with a fine turf, the sepulchers of the ancient world, common to almost every habitable country.

During the day's riding from Faizabad to Durtkul I met large caravans, at intervals of every hour or so, and smaller bands of traders from the northern country of Afghanistan and the Pamir plateau of Turkestan. They differ entirely from the Turkomans of the plain, so much so that one finds it difficult to believe that the two races exist in such close jux-

taposition. They are a more noble race, stouter and better looking, and superior to them in everything that that can exalt one class of men above another. They are cleaner, more honest, more generous, more courageous, and more hospitable and of course less suspicious, for although it must have been a decided novelty to them to view my wheel they hardly took any cognizance of its presence and showed no signs of curiosity, and assuredly none of fear or suspicion.

And happily for the traveler, in proportion as the distance is increased from that which has been erroneously considered the civilized parts of the country the less he has to complain of from theft and fraud or other form of annoyance. The Turkestanese peasant, declared without morals and without honor, and without any religion to speak of, I have invariably found hospitable, humane, obliging, faithful, and brave; the farther one penetrates into the wild country, remote from large cities and centers of civilization, the better one finds him. The most savage and uncivilized are always the best, for in their barbaric freedom they deem it too small to stoop to those petty vices



"I met large caravans."

which are an invariable accompaniment where civilization has only made, as it were, a half encroachment, and has, if anything, left the country even worse than it was during the periods when it was in the so-called throes of barbarity.

If I were to devote space in proportion to my feelings of gratitude I should feel it my bounden duty to use up volumes of laudation on the Karataghian province, but the very lack of any incidents of importance places a ban on such, for, excepting for the mere saying that hills, valleys, and plains were placed here and there with studious exactness, there would be nothing else calling for mention, so I will forego the demands of gratitude and pass over the week's riding through the Jihoon valley, past Gharm, Sokau, and Domerach, and up the main fork of the Kizil river.

For the whole distance the country was as perfectly level as it lies in the power of nature to make it, and the road, if a continuous fine turf lawn may be termed so, smooth and firm, with hardly a pebble by way of ob-

struction, and not the faintest signs of tracks of wheels, in every way fully equal to the artificially constructed highways of France or England. The country was well inhabited, and the results of constant industry were reflected in the finely cultivated land, overburdened with the most luxuriant crops, and the prosperity of the district was but a key to the nature of the inhabitants themselves, who were the most hospitable and friendly.

However indisposed a traveler may be to listen to false alarms—which the inhabitants of every country raise in the minds of strangers who wish to explore any remote part of their territory—it is not possible at all times to disregard such relations, especially when they come from persons of the highest authority. I had had dinned into my brain time and time again, by those in a position to know, that once I had been so foolhardy as to cross the boundary line of Turkestan proper into eastern Turkestan that I should be literally taking my life lightly in my hands, and that I would

find the most tremendous hardships, so at the conclusion of some nine days after leaving Faizabad it was with considerable trepidation that, like Cæsar of old, I crossed the Rubicon, the latter historical stream in my case being but a small branch of the Kizil river, but which, in spite of its change of name and location I doubt not was fully as momentous an incident to me as the passage of the meager ditch in northern Italy was to the Roman conqueror.

One evil consequence arises from too much attention paid to tales of danger yet to come, in the habit it occasions of putting a false construction upon the most harmless and most trivial incidents. Crossing the border, my first night's stopping place, in the great country of still greater terrors of eastern Turkestan, was spent in the little village of Mundbad, which I would have found quite a charming spot and the inhabitants most kindly and hospitable had it not been for the foolish fancies of distrust that had been roused in my mind by the narration of the terrors of the country, which I had so oft heard repeated. I had congratulated myself on having reached the place in safety, and in finding the khana really a pleasurable abode, but these delights were soon banished by the fears that I at once entertained of unknown dangers from on all sides.

The head man of the village as I entered was hilariously intoxicated, and was on the point of setting off to a neighboring town with his wife, leaving me in full possession of the hospitality of his own abode, which was even better than the khana itself. As I had heard a violent altercation out of doors, and had seen my host in the corner of the court frequently whispering to some ferocious looking natives and pointing in my direction, the effect of the stories I had heard at once began to operate on my over-anxious mind, and I at once imagined

that some scheme was on foot to effectually do away with me.

And with this suspicion hanging over me like the sword of Damocles I did not dare retire, much as I should have liked to after a hard day's riding, but waited during all the long, dreary hours of the night the arrival of my assailants, and it was not until the gray dawn came round again, without a single attempt at molestation, that for the first time I realized that I had allowed my baseless suspicions to cause me the loss of a good night's sleep, for mine host had without doubt been giving instructions that I should be properly treated, and to my advantage, when I figured that he had been plotting for my destruction.

On leaving I was made more fully aware, that in spite of his hilarious condition, he had taken every means to insure my comfort, for as I was about to take the road for the thirty miles of mountain scrambling to Aidjuran, a miserable whiskered figure, mounted on a sorry looking beast, rode up with the information



"Pointing in my direction."

that he had been appointed as my escort for the whole distance. His general appearance, even in a highly illuminated and ill fitting uniform did not add any material appearance of strength, but I was not sorry after all that he was to accompany me, for the plateau land forming "the roof of the world" is of a decidedly different climatic temperature than one would be led to believe from its latitudinal position and a bitter wind and ominous looking clouds, did not put a snowstorm out of the range of possibilities. Nor was the topographical configuration much for the better, and it was with right good zeal that at intervals of every few miles or so I would welcome his dismounting, and placing my wheel on the back of his long suffering beast, journey along on foot. In this laborious manner we toiled along during the whole day and well into the night, and it was not till ten o'clock that we reached our destination, to be made aware of the pleasing innovation that likewise with the tortures of the road that we had left behind us the arctic coldness of the weather.

The keeper of the khana, a lusty old Turkoman, came to meet me as I drew up the one street which the place afforded. He was a portly little fellow, with a rotund, jolly face, with good humor and hospitality shining all over it, and we would have gotten along very amicably but that our conversation was stultified to the wordless contortions of pantomime, which of necessity curtailed our exchange of ideas, owing to the length of time required for the impression of each.

Next morning the whole village was engaged evidently in celebrating some religious festival, for which preparations had been going on during the night to the severe detriment of my slumbers. Long before dawn I was awakened by mine host pounding vigorously at my door, inviting

me to get up to view the sights. The whole courtyard in front of the khana was packed with a gaily bedecked holiday populace, while a numerous crowd of musicians, armed with ear-splitting drums and horns, made life miserable with their clamorous din. I had viewed all the proceedings from the doorway of the khana, and if I had wished to have brought the whole event to a sudden close I could not have better succeeded than when mounting my wheel I started to ride away, for instantly dancing, music, and all else was forgotten in the general desire to follow after me, and I should inevitably have been crushed in the maelstrom, had not my friend, the khan keeper, come to my assistance, who, with right good will, forced a passageway for me to the town limits, where, finding that even his herculean efforts were unavailing to sustain the assaults of the surrounding horde of curiosity seekers, I relieved him of his cares by putting on an extra burst of speed and soon vanished from view.

The country leaving Aidjuran for the four remaining days of riding to Yarkand but served to strengthen the good opinion which I already entertained of the delights of traveling in eastern Turkestan, for the high plain with its granolithic foundation, on which the greenest of grass grew to a height of a few inches, made wheeling a source of the keenest delights sufficient in itself without having added to it an ever changing, never wearying, scenic panorama, and the pleasure of contact at frequent intervals with a most hospitable population.

The first stage to Yarkand I had planned to reach Kishman by sunset, but although distant but some fifty miles I found it necessary to ride long after night had fallen, and it was nearly midnight, I should judge, when the ghostly gloominess of its walls, and its equally as gloomy look-

ing buildings, gave notice that the hard day's toil of twelve hours in the saddle had reached a conclusion.

On entering the place it was to find not a soul stirring outdoors, and the houses in darkness, the whole town deep in slumber; after wandering round for another hour through the crooked lanes and dirty alleys to find the caravanserai I was almost ready to give up the search, when, noticing a respectable looking house, a trifle cleaner looking than any in its immediate surroundings, I wheeled up to its entrance, and after pounding on the door vociferously for five minutes was on the point of turning away from the seemingly fruitless quest when the door flew back with a bang and a veritable ogre, with a savage-looking bludgeon in hand, bellowed out all the choicest epithets at his command for having disturbed his slumbers.

The sight of a Feringhee was but oil added to the flame, which was nearing a dangerous point, but the potent gleam of silver softened his wrath and likewise his religious qualms of conscience, and graciously inviting me to enter, he even went to the extent of placing his own bed at my disposal, which pleasure I should have done better to have abstained from, as the presence of Christian flesh aroused the Mohammedan vermin in the same to resent my presence until I was in imminent danger of being totally annihilated.

He of the ogre appearance was minded to tax me for this contamination of the denizens of his couch next morning, and likewise for the impairment to his health, caused by the disturbance of his slumbers, but finding that I was prepared to withstand any attempts at extortion he allowed his greed and braggadocio to simmer down somewhat, and after accepting a quarter of the original price asked, he was well enough satisfied with the bargain to ride along with me for nearly half the day.

Having exchanged a lingering farewell with him, while passing through a pretty little valley about the middle of the afternoon I came upon several large herds of wild horses, reported to be the wildest and most untamable brutes in the world, in addition to their many other amiable qualities enjoying the reputation of being the most voracious cannibals, not only devouring their own kind, but also any human beings so unfortunate as to fall into their power, or to be overtaken by them. Their presence effectually banished any idea of passing through the easier road of the valley, and necessitated a long, wearisome drag over the mountains which, despite my good intentions to henceforth confine my riding to the daytime, again carried my day's journeying well into the night.

The village to which I had resorted boasted of but some half dozen buildings, without a public inn of any kind appearing to view, and I should doubtless have fared rather uncomfortably had I not most opportunely ran up against a Turkestanese trader, who doubtless seeing in my person a good source of revenue, immediately gathered me in and summarily carried me off to his own residence. Arrived there, two rickety chairs were brought in, out of respect for my customs. Mine host, however, found the western mode of resting at ease too uncomfortable, and after fully ten minutes of tantalizing torture he allowed his desire for comfort to overwhelm his innate politeness by having a mat brought in, on which he was soon seated more comfortably.

I found that he was acquainted with a fair smattering of English, gathered from the European traders to the south in Afghanistan, and, dilating on the other abodes in the village, although doubtless the sly dog enlarged on them for his own benefit, I was pleased indeed that I had been fortunate enough to escape

their terrors, and to reciprocate his desire for closer acquaintanceship.

The next morning nothing would satisfy him until I had consented to visit an old trader friend, who was on the point of journeying to Yarkand, and whom he assured me would be a willing escort for the two days' riding. Approaching the residence of the latter we found a score of mules and horses tethered in the front yard, as the trader was receiving a visit from a passing brother of the craft and his retainers. This fact did not seem to cause my merchant friend any concern; he seemed on very good terms with the owner of the place and entered without the formality of an introduction. The servants also seemed to know that he shone in the good graces of their master, for we were ushered immediately into a long and lofty, but rather dark, hall like room, which served as the general audience chamber.

The trader, a most kindly looking old gentleman, was seated at the farther end as we entered, while ranged along the walls on either side were a score or more of fierce looking Turkomans, each with a gun in hand, as if ready for use at any moment, I presume from custom rather than from fears of danger, although their general appearance was by no means one that could be construed as of a friendly nature. They all rose politely as we entered, and made our way to the host, who received me most cordially, and even did me the honor to invite me to sit down by his side; and with my first found friend as a rather halting interpreter I kept up a Munchausen like conversation that caused the worthy Mussulman's eyes to fairly bulge out of his head as I unstintingly dilated on western wonders.

On learning that I wished to accompany his party to Yarkand he brought his audience to an abrupt ending, and gave orders for preparation at once, to such good effect that

in less than an hour we were wending our way painfully across the plain. The end of two uneventful days found us gathered with the varied population at Yarkand. Although it was quite late at night when we entered the town there was the inevitable crowd of men, women, and children to gather round with impatient curiosity, and ignoring my escort, to satisfy themselves as to



Examining my passport.

what rude sort of barbarian I might be. I was jealous of their intentions, but without cause, for beyond satisfying the piquing of curiosity they did not offer to molest me.

A squabby looking Russian officer arrived at this moment, and as he seemed to be one of enough importance to whom I could tender my passport I made my best salaam and presented him with the precious scrap of paper to look at. He evidently was not a person of vast erudition, for after vague attempts to

figure out its contents, while held upside down, he decided that my character was vouched for, so driving away the following crowd to some little distance, conducted me to a dilapidated looking khana, and after a short wait, during which my official friend performed valorous service by striking his knuckles against the door, it was opened by a badly scared landlord, who at the sight of officialism palpably turned white beneath his dusky skin.

I was promptly ushered into the best room, where lighting the crude apology for a lamp, I found that I was to share my lodgings with a half a dozen other individuals, who were lying in more or less characteristic positions of disturbed slumber on the floor.

This was a treat on which I had not counted, but finding that I was somewhat more fortunate than my compatriots in securing the luxury of a bed I stifled what qualms arouse to the surface and proceeded to follow the example set by those around me. The room, through which merely a narrow slit in the wall served to let in light and a small quota of air, was little short of a big oven, but the fatigue of the day's riding overcame my awe of the dangers of being parboiled and sleep conquered.

Waking up in the morning it was to find that every one else was ahead of me, and of this fact I was soon more painfully aware, for looking for my watch it was to find that some slippery hand had abstracted it while I slept. I knew the uselessness of striving to recover the property myself, but on going out into the courtyard I fortunately ran up against my little military friend of the night before entering with a most sorry looking culprit, in one hand, while from the other dangled my watch in all its pristine splendor.

As my lack of linguistic capabilities forbade expression of my grati-

tude in words, I was forced to show my thanks in a more fitting and substantial manner by handing him a few pieces of silver, which, I doubt not, were far worthier tributes in his eyes than would have been hours of oratorical effort. I had expected to see the thief severely punished, but with my property recovered he was allowed to depart as speedily as possible. Soon afterward, having occasion to stroll to the rear of the building, I was enlightened as to the true innerness of the transaction, for it was to see my military friend in the act of dividing his ill-gotten gains with the whilom thief.

From Yarkand my route now lay directly to the southeast for 150 miles to Khotan. At the end of three days in the former city I concluded that my strength and spirits had been sufficiently fortified for the effort, and bright and early in the morning, long before the population had begun to think of bestirring itself, I had slung myself awheel and taken up the narrow, wearisome trail across the plain. Notwithstanding the fact that the plain lying amid the numerous tributaries at the headwaters of the Tarim river is abundantly watered it presents a singularly sterile and dreary appearance without cultivation or tree growth, a constant succession of sandy wastes, with here and there stony summits which shoot up abruptly in bunches as if in a last effort attesting the power and majesty of the steep over the plain.

The weather, however, could not have been better, and with the country fairly practicable for easy riding matters might have been worse. I had calculated on being able to abridge the distance to Khotan in something like three days' riding, the first day's effort carrying me to the little village of Kutaya. Shortly before reaching the place I drew up at a lonely peasant's hut, the first that I had espied in the day's

riding. As I was feeling very thirsty I went to take a drink in the muddy waters of a nearby stream, but as they were far from inviting I turned my attention to the hut in question.

After knocking at the door, an effort that brought me no response, I pulled the latch, and, peering into the darkness of the abode, I saw the form of a man, who, on catching sight of me, set up a most mournful howl of terror, and before I had recovered from my astonishment had made a rush past me and sped as fast as his legs could carry him over the valley through which I had just ridden. If I was surprised at this action, the limit was not yet reached, for, without an intervening breathing spell, from another dark corner of the hut a female form sprang into view; but either she was less timid than her better half, or realized that my presence in the doorway prevented her from imitating his action, for without a word of warning she flew at me tooth and nail, like an infuriated tigress.

Several sharp scratches from her claw-like fingers soon had put me to a safe distance, and she leaped to the door and attacked my wheel, as if to vent her fury on its inanimate and unresponsive form. As I saw prospects of my journey being very effectually brought to a sudden end I returned to the assault, and my boldness had the desired effect, for seeing me returning she fled summarily to rejoin her lord and master, who was peering suspiciously from behind a clump of trees in the distance.

Entering the unprepossessing interior of Kutaya I found that the suspicions of my friends of the plain were likewise rooted in the minds of the townspeople, for their menacing attitude could not be well mistaken. They were not hostile or unfriendly to me personally, but my wheel was an evil spirit which they could not fathom.

After considerable difficulty I found one of the villagers who was willing to sacrifice himself on the altar of experiment, and having mounted him I wheeled him through the streets to the door of the khana, to find that the whole populace, now that the ice had been broken, were all desirous of enjoying a similar treat, which would have required several days of hard labor to satisfy.

After a most miserable night in a far from cleanly room, which combined the dual delights of vermin and icy coldness, I wheeled off the next morning for a repetition of the country of the day previous. As I had not breakfasted I stopped about the middle of the morning at a small village in sight to discuss this necessity. As I entered not a single sign of life was stirring out of doors. Looking round I espied a large pan-like gong hanging in front of one of the houses, and as I calculated by the strength of my appetite that the opportunity was one not to be passed by I beat a lively tattoo on the instrument, with the result that almost immediately the whole force of the village tumbled out of the houses and immediately surrounded me.

Like all the peasantry they were dressed in the roughest of goatskin garments, and presented a fierce, untamed demeanor, which coupled with their numerous showing of weapons gave them far from a reassuring appearance. But this was their worst side, for they were after all pleasant and agreeable enough, and learning of my wants a gray-haired veteran, who seemed to be the village patriarch, led the way to one of the numerous houses, where I was regaled with fresh mutton and some thick, muddy-looking native wine that had a puckery, acrid taste that was extremely pleasant and refreshing.

Leaving this hospitable place I found that for some distance ahead that progression awheel was a mani-

fest impossibility and I was jogging along afoot when most fortunately I came upon a solitary mule driver, who after recovering from his fright at my sudden appearance, I found willing, for a small sum, to turn round and pilot me along till night-

nary riding, awaiting to welcome you with sundry missiles.

The bright, particular feature of the evening was the singing of one of the peasants, who accompanied his vocal efforts with interspersions through the medium of an old tin horn, which, combined with the harsh, nasal raspings on his part, produced a general effect that, to say the least, was inharmonious.

In the company of mine host of the night before, who had signified his willingness to accompany me for some distance along the road, I left in the morning for the half day's riding remaining to Khotan. For some hours I wound slowly upward through a mountainous elevated region, until I began to descend, and late in the afternoon, reaching the plain once more, I descended with the setting sun toward the grim walls and gloomy buildings of the great trading post of the Pamir plateau.

Repairing to the residence of the governor of the place, to whom I had letters, immediately on my arrival, I found him to be a most hospitable Russian gentleman of high rank. He had but just returned from a journey to St. Petersburg and was full of the latest happenings of the outside world, and engaged in listening to which caused a general forgetfulness of everything else of interest. He doubtless shared in the general idea as to my sanity that had actuated other official minds at numerous times heretofore, for, although he took no end of interest in my wheel and its workings, he passed the greater part of the time in pointing out the dangers of the country ahead, and a general attempt to dissuade me from progressing farther, an invitation which it is needless to say, having previously tested the truth of prophetic warnings, I did not find myself bound to be governed by.



The little, round, jolly host.

fall, when in the chilly evening air I was glad enough to seek the nearest shelter, which in this case happened to be the little Turkoman village of Ulgasder. The keeper of the khana where I stopped was a young man, a mere youth, who received me most kindly, and seemed well pleased at my custom, for during the evening he gathered together quite a number of the townspeople, whom officially introduced I found far milder and more pleasant than when met with in ordi-



Springfield Prizes Create Surprise.

Consternation ruled in the camp of the racing men at Sheepshead Bay, Long Island, when the prize list for the great Springfield meet was published the past week. The men were stunned when they saw the great reduction in the prizes. For a time little was said regarding the lowering of the prizes. All waited for some one else to do the leading. No one was willing to come forward, and no one did come forward. Conspiracy is one of the things that the racing board will not stand, and they wanted to avoid all appearances of conspiracy.

"I will never enter and ride for \$65 firsts," said one man. "Nor I," said another. So it went on all down the line, and had a canvass been made of the men at the Beach, not a man would have been found of all the prominent men present who had any anticipations of submitting to the "indignity," as some chose to call it, the "robbery," as others called it, or the "slight," as most spoke of the treatment accorded to the men who in previous years had made the Springfield meet what it has been. When the press notices came out speaking in glowing terms of the great middle-distance race and passing up

the short-distance race, more fire and brimstone was visible even in the bright sunlight. For night after night the men had held down seats in the front yard of the Osborne house to watch the grand fireworks spectacle at Paine's place across the bay. Those skyrockets, exploding bombs, and Roman candles, were nothing as compared to the fireworks of the daytimes, and of the nights as well, at the Beach. A petition was spoken of, to be presented to the Springfield Bicycle Club. That was passed up as out of the question.

"We will not enter," said one or two, and all assented. "If we ride for those prizes, we are chumps and must submit to such prize lists in other places," said others. So it went and when it was all over there was a concerted movement, absolutely without a head, against the great Springfield meet, which, to tell the truth, will seemingly go a begging for entries when the time of closing comes, unless some change is made and made quickly. A glance at the prize list as published in Bearings of two weeks ago will explain the reason of the trouble. The great race of the first day, the mile international, is called off and an open race is substituted with an insignificant prize

The only race of the meeting is the mile record race, and in this some of the big men may enter. All of the prizes in the smaller races have been brought low to make up the purse for the middle-distance race between Lesna and Michael, for which \$1,500 is offered, and for the old-timers' race between Rowe and Hendee, for which \$300 is offered. Men who have been riding regularly for purses amounting to from \$150 to \$1,000 are asked to ride at the meet of the year for purses not exceeding \$125. Springfield had expected to "lay over all other prize lists,"

to use the words of one of the prominent men of the club. The prize list of the meet was brought low for the special races. In former years Springfield has always given the finest diamonds offered during the season, and a Springfield diamond has always been the pride of the man winning it. Cash prizes of late years have always been large and Springfield has been looked forward to and prepared for with the greatest care. All of that is over now.

In the three days of the week previous to Springfield—Thursday at Waterbury, Conn.; Friday at Newark, N. J., and Saturday at Meriden, Conn.—the men are offered for open races prizes of from \$75 to \$100 and for a number of races at each meeting. Newark has three races—the mile open, the mile handicap, and the five-mile handicap—with \$100 firsts in each, and with \$50 for seconds, \$25 for thirds, and with \$10 for fourth prize as well. As compared to these note the following at Springfield for the first day: Half mile open, professional—first, \$60; second, \$25; and third, \$15. Mile open, profes-



Start of the four-cornered match race at Buffalo.

sional—\$75, \$30, \$20, and \$10; and one-mile handicap, professional—\$60, \$30, \$20, and \$10. On the second day there is the half mile open, professional—\$60, \$25, and \$15; half-mile handicap, professional—\$60, \$35, \$25, and \$15. The mile record race is the only big race of the meeting with \$175, \$100, \$65, and \$35 prizes.

At Waterbury, on Thursday of the previous week, there is the mile open with \$100, \$50, and \$25; the mile handicap with \$75, \$40, \$20, and \$10; the two thirds-mile open with \$75, \$40, and \$15, and the mile record trial for \$150.

From these comparative prize lists it will be seen just how far Springfield has cut into the short-distance men and the reason for the great protest will become apparent. The men can not be blamed. Reputation of a meet counts for but little with them. Money is what they are riding for and money must be offered to draw the big men to a meet.

Details of the Eight-Cornered Race.

The great eight-cornered race for Manhattan Beach, arranged by

Messrs. Powers and Brady, of the American Cycle Racing Association, is signed for, and the eight men are practically settled upon. Seven of the eight men are already signed, but the question of the eighth man has not been settled at this time. It will be either Orlando Stevens or A. C. Mertens, and probably the former, owing to the Spalding team having one representative in the race and owing to Stevens standing higher in Bearings' thermometer than Mertens. The contest will be run in four heats, two semi-finals, and a final, with two men only in each. Fifty per cent of the gross gate receipts will be divided between the men, and the purse should easily amount to \$2,000. In the heats, five per cent of the purse will be given to the winners. The losers, four in all, will divide another five per cent of the purse. In the semi-finals, the winners will each receive another ten per cent of the purse, and the two losers will divide between them ten per cent. The second half of the purse will be divided between the riders in the final race in the proportion of sixty per cent and forty per cent. Should the purse run up to \$2,000, the winner will receive \$900 in all, the loser in the final and the second man in the race, \$700. New Yorkers are taking the greatest interest in the contest. E. C. Bald, of Buffalo; Tom Cooper, of Detroit; Arthur Gardiner, Chicago's pride; Earl Kiser, the Spalding star; John S. Johnson, now riding in his old-time form; W. C. Sanger, who changed his mind about retiring; Fred Loughhead, the Canadian, who is now the American mile champion, and either Orlando Stevens or A. C. Mertens will make up the excellent field.

Kiser Doubtful of the Outcome.

Saturday, September 11, at Columbus, Ohio, on the mile track, Earl Kiser will meet the two

thoroughbred horses, one with a record of 1:41½ and the other of 1:42½. These two horses will be hitched to a sixty-pound skeleton wagon and will be driven by one of the best drivers in the country. For a month the horses have been trained for this ride, and, as Kiser says, "This is no cinch." The Dayton man will be paced by the Berlo sex, with Eddie McDuffie as the steersman and five other riders. He will have eight feet on the pole in good condition, and the horses will be outside of this space.

Kiser's race against running horses is something new and unique, attempted here for the first time. Running against trotting or pacing horses would be what is termed a "cinch," but going against running horses, especially trained as are these horses, will prove a contest well worth seeing. Kiser does not fancy the contest, for he knows full well that his greatest speed will be brought out and he is himself doubtful of the final outcome.

The purse that has been offered is \$1,000. Kiser meets the same horses in another match at Portland, this month, for \$1,750, and although he might lose in his first race, he firmly believes that the experiences of this first contest will teach him where to improve that he may beat them in the second contest.

The Circuit Chasers' August Records.

In August, Bald won five firsts on the National circuit, five seconds, and two thirds. Bald was the leader among the winners of the month. Cooper gained no firsts, but one second, and two thirds, winning only \$105 in prizes. Cooper suffered from boils and sickness but maintained his patience, which has marked the man for the season. Confident at all times that form would come, he kept on through the circuit and at present feels that the addition to the circuit



AMATEUR CRACKAJACKS.

DAWSON, COLLETT, BLAKE, POWELL, PEABODY, FEARING, AND ERTZ.

is about the best thing that ever happened, giving him, as it does, the chance to recoup for the past losses in money and in reputation. Mertens and Kiser, the Spalding team, each won two firsts, two seconds, and two thirds. The winnings of the two men were lessened by frequent trips off the circuit and by Kiser's sickness at the Reading and the Newark meets. Jay Eaton failed to score on the circuit during the month. He is now riding a White Flyer, and says that the future will see him upholding the reputation of the wheel.

Fred Hoyt, the two-mile champion, gained recognition in sixteen heats, and started in sixteen finals, a great many in these days. In his sixteen races Hoyt gained eight places, a good record. He was first three times, second once, and third and fourth

twice each, with prize winnings that amounted to a very fair sum. In August, Stevens secured ten starts in the finals of races, and in the ten starts he gained the extraordinary number of eight positions within the prize money. First three times, second once only, third three times, and fourth once, forms a record to be proud of at any time, and especially at this time when competition is so very keen. Nat Butler also started in ten races. The great handicap rider gained three firsts, two seconds, and no thirds. Taylor, the colored boy, failed to qualify several times, but yet gained starts in ten finals, securing four firsts, two seconds, and one fourth, and placing himself fourth in the thermometer. Loughhead gained places in six of the nine races in which he qualified. The mile champion is an in and out rider, but yet

took two firsts, one second, and two fourths. The competition in August was of the very keenest kind, and the men divided the money quite evenly.

Bald's European Trip Delayed.

Eddie Bald's determination to go to Europe this winter does not waver, but he will delay that trip on account of the circuit extension south. The percentage and the points table carries through to the close of the circuit, and Bald, Kiser, Cooper, Gardiner, Stevens, Johnson, and many others now seen in the thermometer, plan to reach the top before the closing hours of the season shall be at hand. Major Taylor will not be a member of the circuit party. The southern meets would never stand his entry, and would refuse it peremptorily. Twenty-three racing men now seem certain for the trip, including all the best men of the season, with the possible exception of Loughead, who is under Dave Shafer. Mr. Shafer is making other plans for his charge, and for Michael, and may not be seen with his team along this circuit. The Barnes, Spalding, Monarch, Eclipse, White, Tribune, Dayton, Warwick, and all the other circuit teams, probably including the Lindsay, will have representatives.

Good Pacemaking in Demand.

Middle-distance racing men have discovered the great benefits of pacemaking and are providing themselves with the very best that money can buy and that mechanical skill can turn out in the way of pacemaking machines. The large purses being offered for this kind of racing are stirring the men up and factories are said to be working nights to turn out large pacing machines. Lesna is provided by the Orient people with three sextuplets, two quintuplets, and four quadruplets. McDuffie will soon have five sextuplets and one quintuplet, with innumerable smaller machines. Michael has no such outfit as this, and

unless prepared soon will probably find others walking away from him by reason of superior pacing, something they can not do with a similar outfit to his own.

Good Work by Cripples.

Speed does not seem to be confined alone to men with two good legs and two good arms. Often we hear of men coming into the field and making fast time, who are minus an arm or a leg, it matters not which. Some years ago there was a man with but one arm and one leg, who rode a paced mile in 4:00, but that man was a freak and did nothing of note that would place him on a level with the men blessed with all their members. Detroit lately brought forth a "phenom" who is a racing man of note today. Stevenson is his name. The man has but one arm yet rides from sixty yards in handicap races and is coming back farther every day. He was originally on the limit mark, 125 yards, but has been pulled back farther and farther. This man has no right arm, which was taken off at the shoulder. His competitors say that there is no safer man on the track than he. Stevenson not only rides in races, both from scratch and in handicaps, but he rides on the front seat of a triplet and does the steering. His quarter, with two good men back of him, in :25, at Detroit last month, is record for the triplet machine. During that record ride the triplet did not once swerve from the pole. An indication of the ability of the man may be gained from the anxiety of other amateurs to get up with him.

At Manhattan Beach there is a man named Charles McGue, brother of the well-known trainer Peter McGue who has a wooden leg especially made for him by Fuller, of Rochester. His mile ridden lately behind pace in 2:11 is considered the best ever made by a one-legged man.



AULD LANG SYNE

The announcement that those two good old time racing men, George M. Hendee and William A. Rowe are to ride a mile match race, on the high wheel, at Springfield next week, can not fail to create a deal of interest among cyclists generally and in particular to those who rode a wheel some twelve years and more ago.

At that time George M. Hendee's name was as familiar and popular in America as is that of Bald, Cooper, or Kiser in this year of grace 1897. He was the recognized amateur champion of America and the fame of his doings had spread throughout the cycling world.

The Springfield meeting of 1884 was a notable one for Hendee, who was then at his best. The English wheelmen had had Hendee's achievements so persistently thrust before them that, jealous of their reputation as first and foremost in the new sport, they sent ever a representative in the person of Sanders Sellers to enter the Springfield lists. Just where Springfield was the average Englishman had a very vague notion of, and the records made there at first were received with incredulity, and when the times were confirmed by unimpeachable authority, all sorts of tales were brought forward to account for the records made. Some said it was owing to the perfection of the track and some to the rarified air, but all

agreed that their own riders could do just as well under similar conditions.

Thus it came about when Sellers came here in 1884 that all wheelmen anxiously waited the outcome of his meeting with the redoubtable Hendee. Sanders Sellers was a youth of twenty-one years, 5 feet, 11½ inches in height and scaling 170 pounds. He had been on the path about twelve months and had a record of 2:51. His first appearance here was at Hartford, Conn., where he landed the mile race in the phenomenal time of 2:39. Hendee met Sellers several times with varied results. In the two-mile race at Springfield, Sellers was successful, beating Hendee in 6:00½, while at Boston Hendee scored a win. The two men were the crackajacks of the season, and these meetings were eagerly watched for by all.

It was not only on the bicycle Hendee gained his laurels, as on November 6, 1885, at Springfield, he made a new amateur tricycle record, covering a quarter-mile in :40 and a half-mile in 1:21¼. These times were made in a match against time, and were ridden from a standing start. The English amateur tricycle record for the same distance was :46 and 1:29¼, respectively.

William A. Rowe sprang first into fame in the fall of 1885 when as an amateur he whipped the cream of the



W.A. Rowe



G.M. Hendee

CHAMPIONS OF
AULD LANG SYNE

English talent sent over to compete in the Springfield tournament. Later on in the same year he lowered the world's records from one to twenty miles and was considered the fastest living amateur. His times were one mile, 2:35½; five miles, 14:07½; ten miles, 28:37½; twenty miles, 58:20; and he rode 20 miles, 1,012 yards, 4 inches, within the hour.

The English records at the time stood: One mile, 2:39½; five miles, 14:18; ten miles, 29:19½; twenty miles, 59:06½, and the greatest distance ridden within an hour was 20 miles, 560 yards, by R. H. English, Crystal Palace, September 11, 1884.

In 1887, Rowe entered the professional ranks and won everything before him. One of his most notable races was the international mile championship at Springfield, in which he beat the Britisher, Fred Wood, by ten yards. A few weeks later, paced by Hendee, Woodside, and others, he lowered all the world's records from one-quarter to twenty-two miles inclusive, at Springfield. Rowe started out on this occasion to ride twenty-two miles in sixty minutes, but at the expiration of the hour it was found he had covered 22 miles, 160 yards. He was the only man in the world

who had held all the records, amateur and professional, from one-quarter to 22 miles.

Heralded by such wonderful performances, Rowe's appearance in England in the winter of 1887 created intense interest. The celebrated Massachusetts rider at that time was twenty-two years of age, stood 5 feet, 9 inches, and weighed about 165 pounds. A match was at once made with W. Wood, of North Shields, to ride twenty miles, in which the American contingent, confident in their man, put up \$500 against the Englishmen's \$375. The articles of agreement called for the big event to be run off in April, 1888, at Jarrow-on-Tyne. From this time on every movement of the contestants was closely watched, and the interest and excitement stirred up in the wheeling world was something marvelous. For weeks before the event considerable wagering had taken place among the sport-loving north countrymen, and such was Rowe's fame that despite the acknowledged excellence of their own champion the betting decidedly favored the visitor.

Rowe's antagonist, W. Wood, was born in 1866, made his first appearance on the track as an amateur in 1885, and joined the professional

ranks the following year. He had beaten Howell and been beaten by the champion on several occasions.

Personally, Wood was of the sturdy, rough-and-ready type of north country athletes, and contrasted strongly with Rowe, who was a gentlemanly, modest, and unassuming young man.

The great match was run at Jarrow on a cinder track three and one-half laps to the mile. The day was miserably cold and raw, and recent rains had made it very damp under foot, but the thousands of spectators present were of that build that would have braved the elements at their worst any day to see a good, honest sporting match.

The American boy was well cared for by his trainer Allen and supported

to the satisfaction of his numerous friends. At the crack of the pistol, however, the American refused to go to the front, and both men rode slowly abreast for some score yards when Wood with characteristic im-



AT JARROW IN '88.

ROWE

WOODS.



OLD TIMERS.

ROWE.

WOODSIDE.

ALLEN.

by Senator Morgan, W. M. Woodside, and Ralph Temple, of the American team, then touring England, and many a crisp Bank of England note calling for \$25 helped to back the opinion that the Yank would best the Britisher.

The toss for position favored Rowe, who, of course, took the inside, much

patience bent over his handles and took the lead, and right here it may be said kept it to the finish.

Rowe contented himself with hanging onto the leader until the seventh mile, when encouraged by the shouts of his backers, he took a feeler at the North Shields man, but the storm of excitement his effort raised soon subsided when it was seen how easily Wood responded to the call.

Half distance was covered in 33:02. The men held the same relative positions until the bell rang announcing the last lap. The big crowd of spectators had by this time worked themselves into a perfect frenzy of excitement and the uproar was deafening as the riders straining every muscle flew round the track. Rowe made a most gallant effort to overtake the leader and rounding the last corner to the straight run home nearly got level. Wood, however, was not to be denied and with head down he stuck to his work and amid the greatest ex-

citement and one of the grandest finishes ever witnessed he broke the tape about a foot in advance of his rival. The time was 1:06:40½. The victory was immensely popular but so it would have been had Rowe won as he had hosts of admirers.

Just previous to the race in question Rowe had met the big English champion, "Dick" Howell, and been beaten by him in a five-mile event at Leicester. Howell at that date was the undoubted champion of the world and held the one-mile record, viz., 2:31½.

At the time Hendee and Rowe were racing it took a man of nerve and skill to ride the wheels in vogue. There were safeties in those days, too, constructed to meet the demand of timid and elderly men for a machine

to ride on which there was less danger of a fall than to those bestride the ordinary or high wheel, and from the safety then created and looked at with scorn by the athletes, has evolved the wheel of today.

It will be interesting to compare the times made next week by Hendee and Rowe with the old records. While allowing for a certain depreciation in their powers during the lapse of time since they were at their best the difference should not be so very notable seeing that both men are still in the early thirties and will realize they must ride up to the reputations made in earlier days. If in anything like condition and with a good wheel under him, Rowe should show us how he did it ten years ago.

R. A. HASTWELL.

CONVICTS AS ROAD BUILDERS

By W. J. Morgan

I have been much interested, recently, in the articles which have appeared in the L. A. W. Bulletin from different authorities touching upon the advisability of using convict labor on the public roads.

In 1892, I was traveling south in the interest of a New York daily paper, and, as the subject of using convict labor on roads had been to me a subject of much interest, I thought that a visit to the state penitentiaries and a talk with some of the southern governors would bring forth something which would support my views in the matter, which have always been that the labor of county and state prisons should not be brought into competition with free skilled labor but could be employed in building good roads and repairing them.

I had a very pleasant interview with Governor Northern of Georgia,

at Atlanta, and it was his opinion that it would be a dangerous operation to guard the state's charges while using their labor on the public roads. Governor Tillman of South Carolina approved the idea, so did the governor of Virginia and a letter from the governor of North Carolina commended the plan. In a talk with the governor of Virginia, I told him that it rather surprised me to see such a large number of colored prisoners in the state penitentiary and the governor replied: "That is the direct result of their freedom. Before the war my father and myself owned slaves, they were happy and had no possible care for the morrow; we had a regular physician visit them and their work was comparatively easy. It paid us to look after them for they were our stock in trade and capital. When they gained their

freedom, the poor creatures, the majority of whom were shiftless when left to themselves, became despondent and commenced to steal and a good many of them became insane from worry and lack of food. That is the reason why you see so many men and women of the colored race in our state asylum today and in the penitentiary. Yes," continued the governor, "convict labor could be used for road building to advantage."

Some of the readers of the Bulletin and prison officials seem to think that it would be degrading a convict if he was allowed to work on the public roads, but a letter in the Bulletin from J. A. Holmes, secretary of the North Carolina Good Roads League, August 6, shows that the convicts themselves prefer to work out of doors in the fresh air and change of scenery than to be confined night and day between four walls without even seeing the sun.

As the convicts will, undoubtedly, work in different parts of the state, far removed from their old associations one can not reasonably see where the degradation would come in. It could not possibly be more degrading than being gazed at through bars by visitors to the institutions. It would not take any more men to guard a lot of road makers than it does to guard them in the prisons. Down south I noticed two or three guards armed with rifles watching over some twenty convicts who were building roads in Georgia. I am led to believe that the prisoners were local, belonging to the county. Mr. Holmes shows conclusively in his article that the cost of maintaining convicts in road building is less than maintaining them in jails and their health is very much superior when working outside, and no trouble has resulted during their work on the road.

A recent law passed by my own state (New York), forbids convicts

being used to make an article of commerce which would compete with the free skilled labor, which has left the inmates of prisons in a very bad state, inasmuch as they are forced to idleness, and reports go to show that the mental condition of the convicts is becoming inferior since their enforced idleness.

The cost of labor on the public roads at the present time, I believe, averages from sixty cents to \$1, and the sort of labor required to manufacture articles which convicts formerly made ranges from \$1 to \$2 50 a day, so the question arises, "Is it not cheaper and better to employ convict labor when it can be obtained so cheaply by the state and leave the free skilled labor to the free skilled laboring class?" Mr. Holmes further shows that the cost of guarding, clothing, and feeding the convicts when at work on the road is far lower than when they are in jail, and the men are far happier when employed outside, and it is reasonable to suppose that they are enabled to form good resolutions, and the influence surrounding the convicts when at work on the public roads, as Mr. Holmes says, must tend to improve their character rather than the reverse, coming in contact with the good people of the community, who will undoubtedly show interest in them for their good, thus proving to the convict that he has a future that he can take advantage of.

I hope that New York state as well as other states, will try the plan and that every league member and cyclist, and every tax payer will use his influence so that the plan may be tried and in the end we may see a network of good roads stretching from the Atlantic to the Pacific, built by men who had made a slip in life, but who, in building the roads for the use of the community, will, at the same time, lay for themselves a surer foundation for the future.

NEWS IN GENERAL

A "MIXED" MEETING.

Men and Women Compete at a French Meet—
Jaap Eden Wins a Big Race—
Other News.

Paris, Aug. 27.—The "mixed" meeting which Manager Baduel has promised so long to give, and which he had to postpone twice owing to the bad state of the weather, took place last Sunday afternoon at the Buffalo track. The word "mixed" as applied to the meeting was certainly very appropriate, for the programme was a very mixed one, including scratch events for "ladies" and "gentlemen," a handicap, two-lap prize races, and a tandem contest reserved to the fair sex; the riders were mixed and the weather was mixed, sunshine, rain, and wind all taking part in turns in the fete.

Strictly speaking, the meeting was not gotten up in the interest of pure sport, such as Lacy Hillier would like to support, and the probabilities were that nothing would occur to raise the spectators' enthusiasm. The principal attraction was the female race, and a big crowd invaded the pretty Buffalo track, its sole object being to witness the women ride and to spend an agreeable afternoon. The meeting was a success, and female races are likely to prove a feature in all French cycle meets. All the crack fair riders sent in their names for the contest, prominent among whom were Lisette, Dutrieu, Reillo, Marie Paule, Eglée, etc. The race resulted in a win for Louise Roger, an outsider, who won her heat and final in the same style as Arend and Momo, that is to say, she sprinted the whole of the last quarter and killed off her opponents before the finish.

The meeting opened with a handi-

cap in which thirty odd riders competed. Bordas, from the 70-meter mark, won the final after a hot fight with Bocquillon (40) and Felix Henry (30). Gély (80), in getting a start, broke his chain, pedal, and crank-hanger—quite a record! The "Prime" race which followed brought out twenty-eight riders and was won by Bourotte on a chainless wheel. These lap contests are greatly appreciated by the public, the constant fights for the prizes render them interesting, and the great number of riders with their colored shirts make a very curious and picturesque sight. The second lap prize, reserved to the unsuccessful competitors in the previous event, was disputed by some twenty riders and went to Bor, Gély taking second place.

Bourrillon Defeated at Leipsic.

The interesting event of the week was at Leipsic where the final of the eleventh Grand Prix of the season was disputed on the 22d instant. Bourrillon started a hot favorite, but the French crack is not in a lucky vein at the present moment, and had to lower his colors to the Dutch flyer, Jaap Eden, who thus won his first important victory of the year. Over 25,000 people witnessed the race. The track forms a circuit of 500 meters and is cement. The corners are dangerously low and riders have to exercise an extra amount of caution in negotiating them.

Bourrillon's defeat was a surprise, but can be explained: In Germany, it is the custom to allow five riders to compete in the finals. This exaggerated number of competitors would already be sufficient to give crooked results on a correctly designed track;

one can easily understand then that on a track like the one at Leipsic, where the corners are barely raised, irregular results are bound to occur. Courbe d'Outrelon, Buchner, Bourrillon, Jaap Eden, and Kaeser took part in the final. At the bell, Kaeser jumped and led the bunch into the last bend. Swinging into the straight, he ran wide just as Bourrillon and Buchner were about to pass. The Frenchman had to sit up to avoid crashing into the railings, and before he could get started again Jaap Eden, who was on the inside, had gained such a lead that victory could not escape him. Bourrillon managed to finish a close second. Buchner claimed against the Dutchman, and Courbe against Kaeser, but the jury refused to give them any satisfaction.

Morin a Pot Hunter.

Morin raced at Rouen, where his presence attracted a big crowd. He met there a lot of second-raters, and naturally carried all before him. His victories were of the "Zimmy" kind—Morin first and the others nowhere—and were so ridiculously easy that little, if any, interest centered in the events in which he competed. Such cheap wins will add nothing to the little Breton's glory.

The Grand Prix de la Haye resulted in a win for the Belgian crack, Protin. The race was a big success for the Belgians, who won the four semi-finals from the foreign cracks Singrossi, Eros, Ruinart, and a heap of minor lights. Protin's opponents in the final were Impens, Houben, and Delelienne, who finished behind the Liege champion in the order named.

At Roubaix, a local rider inflicted a crushing defeat on Piette and Dernaucourt. Momo, the Italian crack, for some reason or other, refused to start in the semi-finals and was rather badly treated by the infuriated spectators who had paid

their money to see the Italian ride against their cracks.

Won by an American.

The amateurs' derby, a road race organized by the Journal des Sports, took place last Sunday in fairly good weather. The start took place at St. Germain, a few miles out of Paris, for the riders belonging to Class I, and at Mantes for the Class II. The finishing point was the fashionable seaside resort, Trouville, in Normandy, some 130 miles from Paris. Walther, the American amateur, won the event, in spite of a bad spill which knocked him senseless and made him lose fifteen minutes.

A big crowd of swells witnessed the arrivals at Trouville and Walther was greeted with a hearty round of cheers as he dashed across the tape, covered with blood and mud. The race was reserved to those riders who had competed this year in an amateur event and who had finished in the first three.

Bob and Harry Terrill are doing the provinces and are meeting with a fair amount of success. It is true their opponents are not always of the same class as Morin and Jacquelin, but it gives them a chance to win a few events. They both raced last Sunday at Amiens. Bob won the Grand Prix d'Amiens, defeating Deschamps, who is a rider of no mean order, and Harry scored in the International, lowering the colors of Mathieu and Gentel.

On the same day, at Amsterdam, Bouhours "licked" Luyten, the Belgium stayer, and Wrouwes, the Dutch plugger, in a three-cornered match, over a distance of 100 kilometers. Bouhours rode the sixty-three miles in 2:15:05½, defeating Luyten by eleven laps. The Dutchman quit at the sixtieth kilometer.

Rivierre Sails for America.

G. Rivierre, the great stayer, and this year's winner of Bordeaux-Paris,

has suddenly decided to leave Paris and take up his residence in the States for a few weeks. It is said that he has signed an engagement with a syndicate on the other side to appear in a number of long-distance races in three or four of the chief cities in the States. Fruchard, his manager, will accompany him. They will most probably sail tomorrow on the steamship *La Touraine*. Rivierre takes with him four quads for pacing purposes.

J. H. COLEMAN.

THE COAST'S GREAT VICTORY.

The Canadian Wheelmen's Association Recognizes the California Associated Cycling Clubs.

San Francisco, Cal., Sept. 1.—Notwithstanding the reports which have been so frequently circulated in the east during the past few weeks, telling of the approaching collapse of the California Associated Cycling Clubs, that organization has continued to thrive and curious enough, the more rapidly were false statements as to its condition circulated, the more rapidly did the much maligned organization grow. The organization outgrew its swaddling clothes last week when President A. P. Swain entered into an agreement with the Canadian Wheelmen's Association by which the last named organization agrees to recognize the California Associated Cycling Clubs as the pre-eminent power in cycling on the Pacific coast.

Mr. Swain returned from a missionary tour of the northwest on Friday night and he has much to tell of the reception given the California riders and himself by the people of Oregon, Washington, and British Columbia.

What Swain Did.

When seen by a Bearings representative, Mr. Swain was feeling in a happy and communicative mood. The interview is summed up as fol-

lows: "I was successful beyond my most sanguine expectations. When I left here I felt that I would not return without turning the northwest with us, but, while I thought such a thing among the possibilities, I did not think that I could succeed in converting the Canadian Wheelmen's Association, but such is the fact. The C. W. A. is with us hand and soul and the League of American Wheelmen has lost one of its best and most influential allies and the California Associated Cycling Clubs has benefited thereby.

"We (meaning the California racing men and himself) made our first play at Portland, in which city we held a two-day meet. The weather was something awful, but nevertheless we gave the best meet ever held in that city. The first day's racing did not pay, owing to the heat and to the fact that Saturday is a busy day in Portland, but on Sunday we drew out a fine crowd and from that time the turn of the tide was in our favor. The success of the meet was wired all over the coast by the press association and people began to look upon the California Associated Cycling Clubs as a responsible organization instead of a wild cat scheme as our L. A. W. friends wished to have us known. The best class of people attended the races and the order was perfect.

Tacoma Men Converted.

"From Portland to Tacoma is only a short distance (seven or eight hours' ride) and when we reached there we found that a great deal of our work had been done for us and that the people were ready to make the jump without much persuasion on our part. New riders began to come our way, and the two days' meet arranged for Tacoma drew out a tremendous crowd. The first day we drew out a few over 1,000 people, and on the second day the grounds were packed—really packed. The Saturday meet had whetted the appetite of

the Tacomans, and the fine riding of the local talent, as well as the Californians, did the trick. Tacoma is now a hot C. A. C. C. town, and the League of American Wheelmen will not last much longer, though it still has a large number of adherents.

"Over in Seattle our success was, to say the least, startling. Seattle is the greatest league town in the northwest. We went there prepared to make a hot fight for recognition but little talking was necessary to convince the people of that city that 'we were the people' and they came to us without any trouble whatever. It happened in this way: The Queen City Road Club, which is purely a league club, had arranged to give a big meet on September 6, under a sanction granted by the League of American Wheelmen and had secured the only track in the city for the purpose. The track is controlled by the Young Men's Christian Association and the Y. M. C. A. people refused to have anything to do with any organization sanctioning Sunday racing. The Queen City people thought they had a cinch and a money-making meet in sight, but soon discovered their mistake. There was nobody worth going to see that was riding under the L. A. W., so you see the cinch was on our side. When they made the discovery, they quit the game and the C. A. C. C. people of Seattle jumped into the breach and won out and the Y. M. C. A. track is in our control. A. T. Ambrose, an enthusiastic C. A. C. C. man, went to the Y. M. C. A. people and showed them that they could not run a successful meet under L. A. W. sanction and that unless the Y. M. C. A. track was turned over to the C. A. C. C. people, there would be another track in town. They knew which side their bread was buttered on and so we gained another point.

Convincing the C. W. A.

"Our greatest accomplishment, however, was the winning over of the

Canadian's Wheelmen's Association. I found the Victoria Wheelmen ready to flop, but before doing so it was suggested that a telegram be sent to the racing board of the C. W. A. asking for recognition for the California Associated Cycling Clubs and intimating that if the request was not granted that the riders of western British Columbia would join the C. A. C. C., anyhow, a reply came back asking that if the Victoria people would remain loyal to the C. W. A. that the California Associated Cycling Clubs would be recognized as the controlling body on the Pacific coast, and of course the Victoria people were glad to reply that they would stay with the C. W. A. under the new conditions. A small circuit has been arranged and I think the affiliation will be a most happy one. The circuit will take place after the big carnival at Tacoma, which takes place about the middle of the month and which, no doubt, will be the biggest cycling event ever held on the coast."

Will Change Its Name.

The California Associated Cycling Clubs will have to get a new name immediately. The organization has outgrown itself, in a way. It now controls cycling all over the Pacific coast and the name is unsuited to its present extended boundaries. A dozen names have been suggested, among which are: the Pacific Coast Wheelmen's League, the Associated Cyclists of the Pacific, the United Wheelmen of the Pacific Coast, the League of Pacific Coast Cyclists, and the Independent Cyclists' Association.

SYD. B. VINCENT.

FROM OVER THE POND.

Tame Racing in England—Betts Sails For Australia—Crackajacks Punished For Non-Appearance.

London, Aug. 28.—Saturday was unfortunately excessively windy,

though fine and warm, and as a result nothing in the shape of fast time was accomplished at the various meetings held. Outside of London heavy storms of rain spoiled the racing.

At Wood Green, the North Road and Stanley clubs held a six hours' race, confined to their respective members. E. Gould, the world's champion at 100 kilometers, led from the start and won by nearly ten miles. Ten riders started and only three retired before the end. Gould covered 140 miles, 200 yards; L. G. Ilsley was second with 130½ miles; Van Hooydonk, third, with 125 miles, 1,000 yards, and Perkins, fourth. Gould's total is 11 miles inferior to record.

The Thames Iron Works Federated Clubs' cycling meeting at Canning Town was naturally shorn of its attractions by the gusty wind which prevailed. Despite the efforts of the Dunlop pacers, Betts failed in his attempts on the half-mile, one-mile, and five-mile records. Padbury also failed to make any impression on the hour record (amateur) which stands at 29 miles, 454 yards, while similar luck attended the Jackson quad team in their assault upon the standing mile and five-mile quad records. The professional races produced good sport. J. Warburton, 35 yards, won the half-mile handicap from W. J. Jones and R. P. Clark. The ten-mile scratch race fell to T. Osborn, who beat Warburton after a fine race by two lengths, Elijah Scott being third. The amateur mile handicap was secured by C. H. Foley, 140 yards.

At Cardiff, the five miles South Wales championship was won by C. Barrett, of Newport, in awful weather.

For a Large Purse.

Six thousand persons attended the Bolton Wanderers' sports, one of the finest gatherings held this year in the north. One thousand dollars in prizes was put up for the mile local cycle race, won by W. Winrow. Lowcock, of Anfield, with 30 yards,

won the half-mile. A lap scratch race fell to Tom Davies, of Manchester, who was followed home by Metcalf, of the Cardiff Harlequins.

At St. Albans two championships were decided. E. W. Hitchcock won the ten miles Herts championship, defeating Sandy, the holder. The twenty-five-mile N. C. U. championship (Northampton center) fell to A. P. Pepper, who beat A. J. Robertson by three laps, notwithstanding a fall en route, in 57:57½. There was the usual squabble over the "general pacing," some of Pepper's tandems being ordered off the track.

The Bath City Challenge Vase, value \$320, was won on Saturday by H. Appleton, of Bristol, in a five-mile scratch race. W. Ellis, the holder, was unable to start, owing to recent injuries from a fall while training. F. C. Chapman and H. Maggs, both of Bristol, were second and third, respectively.

Two Long-Distance Events.

It has now been decided and announced by the London County Club that the Cuca Cup twenty-four-hour and the Dibble (late Anchor) Shield twelve-hour races will take place concurrently at Herne Hill. A limited entry will be selected for each race. The Cuca contest, in which Goodwin will start, will commence at seven p. m., on September 17, and the Dibble Shield race at seven a. m., on September 18, both events terminating at seven p. m. on the latter day. The London Center N. C. U. has given consent to this arrangement, conditionally on certain rules being observed, as far as possible, in respect to the pacing arrangements.

The Surrey police have continued their crusade against cyclists since I last wrote. On Monday, at Oxted, fifteen riders were charged with "scorching" near Godstone, and fines were imposed in every case. One rider, on a lady's bicycle geared to 54 inches, was charged with riding at

eighteen miles an hour, in pouring rain. He made a defense but had to pay a fine and costs amounting to nearly \$5.

On Wednesday, at the Crystal Palace, some multiplet records were broken. Graham, Chalmers, Dixon, and Jones, on a quad, rode a mile, flying start, as follows: One-quarter, :24 $\frac{3}{4}$; one-half, :50 $\frac{1}{4}$; three quarters, 1:14 $\frac{3}{4}$; one-mile, 1:43 $\frac{3}{4}$.

This was 5 $\frac{1}{4}$ seconds better than the previous best. A quint, manned by W. Phillips, G. Smith, F. Meredith, W. Parrack, and P. O'Halloran then turned out, and, taking a flying start, created the following figures: One-fourth-mile, :24 $\frac{3}{4}$; one-half, :50 $\frac{1}{4}$; three-fourths, 1:14 $\frac{3}{4}$; one-mile, 1:43 $\frac{1}{4}$.

A quint manned by T. James, J. Monck, G. A. Nelson, J. Malone, and R. Clark rode an unpaced mile in 1:50 $\frac{1}{4}$ —record. Unpaced records, it will be remembered, are now recognized by the N. C. U. E. Gould, the 100-kilometer world's champion, has accepted the challenge of Ponscarme, the French amateur, to race him (the Frenchman), at 100 kilometers, and the North Road man started for Paris yesterday. Gould will not accept Ponscarme's offered hospitality while in Paris, and his expenses will be defrayed by his club—the North Road Cycle Club.

Betts Sails for Australia.

J. Platt-Betts, as previously announced, sailed yesterday in the P. and O. steamship China for Australia. Betts was accompanied by his wife, but left his trainer behind. Among those who saw him off at the dock were representatives of the Rover Cycle and Dunlop tire companies. On the voyage out Betts has arranged to use a home-trainer, fitted in his cabin, in order to keep himself in condition. As stated, his object in going to Australia is to improve the records for that colony. As a fellow passenger he has E. H. Ains-

worth, the five-mile amateur champion, who intends competing in various amateur events. It is expected that C. F. Barden and some other speedy riders will follow Betts by the next boat.

The professionals suspended by the Newcastle Center N. C. U., for non-appearance at Gosforth park, have not got off so lightly as reported. Chinn has been suspended until August 31, Barden until September 15, and Martin, Howard, and Camp for an indefinite period.

C. W. HARTUNG.

CLEVELAND'S TWO RACE MEETS.

Rain Interferes With the Marquette Club Events—Poor Programme Saturday.

Cleveland, Ohio, Sept. 6.—Scenic park had two race meets the past week. The first, that of the Marquette Club on Wednesday last, and the second, the regular park races, which occurred Saturday. Rain interfered with the first day's sport, but the events were run in the mud, and the usual big spill caused by the clouds of dust that arise from this track and obscure the vision of the riders was omitted.

On Saturday, curiously enough, in the same spot where one of the biggest spills of the season occurred at the last meet, ten men got mixed up, and some were seriously injured.

Summaries.

Quarter-mile open—Emerick, first; Blackburn, second. Time, :31 $\frac{1}{2}$.

One-mile open—Robshaw, first; Blackmore, second; Emerick, third. Time, 2:37.

Half-mile open—Blackmore, first; Robshaw, second. Time, 1:17.

One-mile open, colored—J. M. Powers, first; Albert Flynn, second; Joseph Deming, third. Time, 2:22 $\frac{1}{2}$.

Two-mile open—Somers, first; Blackmore, second. Time, 4:41.

Saturday's Races a Disappointment.

Only two out of the five races advertised for Saturday resulted in the winning of prizes. One, a pursuit race (between teams of two men each, starting from opposite sides of the

track) was not run as one of the teams "flunked" at the last minute, and in two other events the riders failed to get inside the time limit set by the referee.

Summaries.

One-mile handicap—J. R. Fitzsimmons, 90 yards, first; T. B. Taft, 130 yards, second; Somers, 50 yards, third. Time, 2:09.

Five-mile handicap—Fitzsimmons, 270 yards, first; Taft, 380 yards, second; O. Wanderer, 70 yards, third. Time, 11:28½.

The recently organized Quill Club Wheelmen announce a race meet for Saturday, September 25, at the Valley driving park. The officers of the new club are, with one exception, all sporting editors upon local daily papers. The first event upon the programme is a four-mile \$500 handicap road race, amateur, the last mile to be run upon the track. In that way the large prizes can be offered.

W. H. C.

FAVOR A. C. C. PLAN.

The United Cycling Association Willing to
Take Hold of Amateur
Racing.

New York City, Sept. 6.—Considerable talk was caused in racing circles last week over the announcement that the United Cycling Association, the new club body of this vicinity, would be prepared to take up the control of racing, or at least the amateur part of it, should the League of American Wheelmen decide to relinquish its control of it.

It was at first intimated that the U. C. A. would attempt to take the control, whether the L. A. W. decided to drop that end of the game or not. When seen by a Bearings man, however, P. Anthony Brock, who is the prime mover in the affair, said that the body was not seeking the management of racing affairs, but that the U. C. A. would probably feel disposed to take hold of it should the league abandon it. He says only the amateur end of it would be looked after, as he would have nothing to do with the

professionals. When Mr. Brock was asked how amateur racing throughout the entire country could be controlled by a practically local organization, he explained that it was his plan to have the associated cycling club organizations of all the cities in one central organization, which could handle the amateur end of the sport without trouble.

It is expected that the U. C. A., which is really not complete as yet, but is to be composed of the associated cycling clubs of New Jersey, New York, and Long Island, will be in full working by the first of October and better able to cope with the question than at present.

Of course with all the talk of the league relinquishing control of cycle racing and with this new body ready to take hold of the amateur end of it, the question naturally arises as to what disposition will be made of the professional. T. H. Ryan, of the Cycle Track Owners' Association, thinks that there should be some neutral power to protect the interest of riders and track owners, and suggested that a board of stewards be appointed by the league to look after that branch of the sport. To say the least the matter is rather complicated at present, and will doubtless lead to some difficult problems before a final disposition of this much sought for racing control is made.

The Chicago Cycle Show.

There was much surprise among the manufacturers and dealers in this city last week by the announcement that the hall of Battery D, Chicago, had been hired for the purpose of holding a cycle show in November, and there was much speculation as to what action the National Cycle Board of Trade would take regarding the matter. A number of tradesmen who were seen were of the opinion that a show run for pecuniary purposes only, would hardly receive the necessary support from the makers. Secretary

E. R. Franks, of the board of trade, said that the members were as a unit on the question of shows this year. He said: "Doubtless many attempts will be made by professional show men to hold exhibits, but I question whether such fixtures will receive any kind of support. In the past when the board has refused to sanction outside exhibits, they were shunned by the representative tradespeople, and I think the same result will happen in this case. We have not heard officially of this western show, but inasmuch as every member of the board of trade has signed an agreement not to exhibit, I think there are very poor prospects of a successful show."

Mayor Strong has at last signed the rules of the road which the members of the L. A. W. consulate prepared and offered to the board of aldermen two or three months ago, and vehicles in this city will now be governed in a manner that should result in fewer accidents than have been heard of in the past. The question of trundling a bicycle on the sidewalk was amended on suggestion of his honor, and bicycles will not be allowed to be wheeled along the sidewalk unless they are unable to be ridden. One of the most essential rules of the list is that compelling all vehicles to keep to the right. Formerly the state law only made it necessary to keep to the right when meeting and passing other vehicles.

Fred Allert, the mileage king of Brooklyn, has returned from a two months' trip to Europe and was so enthusiastic over the visit that he will pilot a number of the Brooklyn Bicycle Club boys over there next year. Allert declares that the roads on the other side are unequaled while the weather could not be finer. For twenty-seven days after his arrival in England not a drop of rain fell. He rode 1,642 miles and will now get in line to run up his mileage

for '98 the same as he has done in past years. AL. REEVES.

PURSUIT RACES GALORE.

Nat Butler, McDuffie, and Barnaby Win at Boston From Johnson, Hamilton, and Elkes—The Other Events.

Boston, Mass., Sept. 7.—Over 10,000 people assembled at Charles River park yesterday to witness the closely contested and exciting cycle races between six stars in the cycle racing world. McDuffie won the five-mile match pursuit race from W. W. Hamilton and Nat Butler won the two first mile heats in the match with John S. Johnson, while Tom Barnaby, after riding thirteen and one-third miles in the pursuit race with unlimited distance with Harry Elkes, overtook him. The Massachusetts Bicycle Club team won the team pursuit race in five miles from the Press Cycling Club.

The Butler-Johnson Match.

The first of the match races to be run off was that between Nat Butler and Johnson. T. P. Sullivan was put in to pace the first heat and he set up a fairly lively gait for the two stars. Johnson had the pole at the start, but Nat was the first to get the pacemaker. Johnson kept close to the rear wheel of Butler's machine and when on the upper turn entering the homestretch on the sprint for the tape, glided up beside "Brother Nat," who, taking the tip, got away, coming down the homestretch in the final lap at a pace just a shade too speedy for gamy Johnny to out-sprint. Butler went over the tape with a wheel's width to spare, thus winning the first heat.

H. McLean was put in to furnish pace for the second and last heat. Butler had the pole and got the pace again before Johnson got his larger gear under way. They kept in this position until entering the homestretch when Butler pulled out from behind the pacemaker and sprinted

for the tape. Johnson made a desperate attempt to gain the lead, and was beaten out at the white mark by about six inches in one of the prettiest bursts of speed seen on the track this season. The crowd stood and yelled as though they intended to raise the roof of the grand stand.

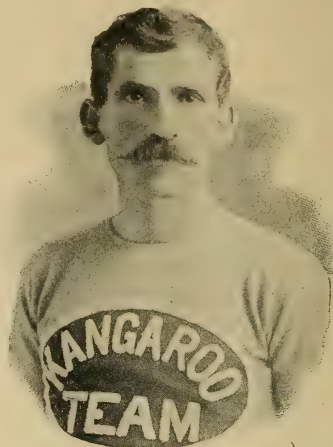
The McDuffie-Hamilton Contest.

Great interest was manifested in the five-mile pursuit limit race between McDuffie and W. W. Hamilton. McDuffie made the start from the front of the grand stand while Hamilton got the send-off on the backstretch. McDuffie was given a warm reception when he came out in front of the grand stand to mount his wheel. He rode an 88-gear Orient, while Hamilton was mounted upon a Lindsay. Both men bent to their work at the pistol, and it was plainly evident that the race would be a closely contested one. On the first lap McDuffie had made a slight gain. When the mile was completed Hamilton had a little the better of the match. McDuffie was keeping a close eye on the man from Denver and seeing that he was plugging away with much speed, McDuffie lowered himself over the handle-bars and then he began to lessen the distance between himself and the plucky Hamilton. Cheer after cheer went up from the excited spectators, and both riders received applause. McDuffie continued to gain after the first mile, and when the five miles had been reeled off he beat Hamilton by about 120 yards.

The Barnaby-Elkes Race.

One of the most important events of the programme was the match pursuit race, with unlimited distance, between Harry D. Elkes and T. A. Barnaby. Barnaby made the start from the tape and Elkes from the backstretch. On the first lap Elkes had gained about 150 feet. This distance he increased nearly every lap

until ten miles had been ridden, when he showed signs of weakening. During some of the laps between the mile and ten, Barnaby would make slight gains, yet nothing of advantage to him. Elkes rode strong the first part of the race and many had



TOM BARNABY.

firm confidence he would be able to outride the Revere cyclist. When seven miles had been finished it looked as though the men might ride for several hours before they completed the contest.

On the eighth mile Elkes had the greatest gain on Barnaby he had attained since the race began, and had he at that time possessed reserve speed he would have been able to have won the match. It was then that he lacked sprinting power. After ten miles had been run off Barnaby, having received several drinks of ginger, such as he drank in the six-day race, began to overtake the lad from Glen Falls. Barnaby seemed to have a store of reserve speed and he brought every mite of it into play with winning effect, for he sprinted past Elkes at the end of thirteen and one-third miles with ease on the turn to the backstretch.

The Team Race.

The team pursuit race between the Massachusetts Bicycle Club and the

Press Cycling Club proved fairly easy for the M. B. C. riders, all of whom dropped out before the finish except George Abbott, who won the laurels for the boys. Driscoll, of the P. C. C., hung out until the race finished, and rode well, considering the other men had fallen out before the final sprint.

Summaries.

Special match race—Nat Butler vs. J. S. Johnson, best two in three-mile heats; two first heats won by Nat Butler. Time, 2:18½, and 2:15½; purse, \$300.

Match pursuit race, five-mile limit, E. A. McDuffie vs. W. W. Hamilton; won by McDuffie. Time, 11:57½; purse, \$300.

Match pursuit race, distance unlimited, H. D. Elkes vs. T. A. Barnaby; won by Barnaby at 13½ miles. Time, 33:59½.

One-mile handicap, amateur; final heat—F. P. McKay, 25 yards, first; J. P. Clark, 40 yards, second; H. B. Hills, scratch, third; M. Lindequist, 75 yards, fourth. Time, 2:18½.

One-mile handicap, professional—A. A. Jackson, 110 yards, first; J. Nadeau, 20 yards, second; Frank Mayo, 40 yards, third; H. McLean, 75 yards, fourth. Time, 2:09.

One-mile open, amateur—H. B. Hills, first; F. B. McKay, second; L. F. D. Marston, third. Time, 2:09½.

Five-mile team pursuit race, Massachusetts Bicycle Club vs. Press Cycling Club; won by M. B. C. Time, 12:29.

GEO. W. BULL.

CHICAGO TRACK AND ROAD RACES.

A. C. Banker Breaks the Amateur Fifty-Mile Record—Pearson Defeats Llewellyn in the Mile Handicap.

Chicago, Sept. 9.—Last Saturday afternoon, at the Thirty-Fifth street track, A. C. Banker, brother to George Banker, and an old time crackajack himself, reduced the amateur figures for fifty miles, paced, from 2:04:17 to 2:02:28½. This record trial began at 12.30, previous to the first event on the programme of the Montgomery Ward athletic meet. Banker was paced by local triplet and tandem teams. A strong southerly wind was blowing down the homestretch, and the pickups were made on the backstretch. Banker's times by miles were as follows:

Mls.	Time.	Mls.	Time.
1.....	2:22½	26.....	1:03:37½
2.....	4:50½	27.....	1:06:04½
3.....	7:14½	28.....	1:08:25
4.....	9:41½	29.....	1:10:49½
5.....	12:11½	30.....	1:13:22
6.....	14:39½	31.....	1:15:47
7.....	17:07½	32.....	1:18:09½

Mls.	Time.	Mls.	Time.
8.....	19:29½	33.....	1:20:38½
9.....	21:53½	34.....	1:22:51½
10.....	24:19½	35.....	1:25:25
11.....	26:48	36.....	1:27:49½
12.....	29:17	37.....	1:30:20½
13.....	31:45	38.....	1:32:54½
14.....	34:11½	39.....	1:35:23
15.....	36:34½	40.....	1:37:54½
16.....	39:06½	41.....	1:40:24½
17.....	41:37½	42.....	1:42:52½
18.....	44:07½	43.....	1:45:20½
19.....	46:38½	44.....	1:47:45
20.....	48:58½	45.....	1:50:15½
21.....	51:26	46.....	1:52:47
22.....	53:55	47.....	1:55:16½
23.....	56:20½	48.....	1:57:42
24.....	58:45	49.....	2:00:04½
25.....	1:01:07	50.....	2:02:28½

There were so many entries in the one-mile amateur handicap event that it had to be run in five preliminary heats and a final. Frank Pearson and E. Llewellyn, on scratch, G. H. Meiser and A. J. Caisson, at 20 yards, and several other fast riders qualified for the final, which was won in 2:17, by Pearson, with Llewellyn second, and Meiser third.

The Englewood Wheelmen club championship was won by Meiser from the Scace brothers, A. J. Doughty, A. B. Ramsdell, J. E. Sickles, and D. E. Thomas. Meiser won in a hard finish with S. B. Scace. O. C. Pederson distinguished himself by winning four firsts—the third-mile, the mile open, the mile handicap, and the five-mile handicap from scratch.

Several unsuccessful efforts were made to break Steele's paced amateur record of 1:55. Meiser did 1:56½ and 1:57. Pearson did 1:58 and 1:59.

Summaries.

One-mile handicap, amateur; final heat—E. Pearson, scratch, first; E. Llewellyn, scratch, second; G. H. Meiser, 25 yards, third. Time, 2:17.

One-mile, Englewood Wheelmen club championship—G. H. Meiser, first; S. B. Scace, second; R. E. Scace, third. Time, 2:2½.

Third-mile—O. C. Pederson, first; L. S. Ballinger, second. Time, :49½.

One-mile handicap—O. C. Pederson, scratch, first; L. Dominick, scratch, second. Time, 2:29.

One-mile scratch—O. C. Pederson, first; L. S. Ballinger, second. Time, 3:00.

Five-mile handicap—O. C. Pederson, scratch, first; L. Dominick, scratch, second; L. S. Ballinger, scratch, third. Time, 13:27½.

Labor Day Road Race.

The Labor day road race, run under the joint auspices of the

BEARINGS

Columbia Cycling & Athletic Club and the Logan Square C. C., last Monday, was won by N. Wolf, of the South Side C. C. His time was 56:34½. He rode from the 7:00 mark. J. De Stefan, an unattached rider, with a handicap of 5:00, crossed the tape second in Electric park, in 54:41. The best race was between the scratch men, F. Stobbart and Al Flath, who fought for first time prize right up to the tape, the former winning by a wheel length in 53:14½. C. E. Anderson took third time prize in 54:12. The start of the race at Wheeling was delayed more than an hour, and the eighteen-mile course was in very poor condition, being impassable in places on account of dust. There were numerous accidents of trivial character, and of the 100 starters only eighty-six finished. The race was a keen disappointment to the promoters and likewise to the contestants and spectators, and at present it seems likely that the annual Labor day road race will be abandoned hereafter. The first twenty-five men to finish, together with their handicaps and times, are as follows:

Name.	Hdcp.	Time.
N. Wolf	7:00	56:34
J. De Stefan	5:00	54:41
S. Miskelly	5:00	55:22
Dan Perillard	6:00	56:27
H. Heimborg	5:00	55:28
A. Vallencourt	7:00	57:29
L. Fritsetka	7:00	57:30
J. F. Clumniss	5:00	55:39
J. Anderson	6:00	56:43½
R. Shaw	6:00	56:44
A. Michael	6:00	56:46
C. E. Anderson	2:00	54:12
H. Forbes	6:00	58:14
C. Zeh	7:00	59:18
C. Ackerman	7:00	59:20
G. H. Tinke	4:00	56:41
E. Engenfelder	4:00	56:42
F. Saurec	4:00	56:43
F. E. Newberg	2:00	54:44
R. Schultz	8:00	1:01:07
C. A. Stenrud	4:00	57:14
F. Bartels	7:00	1:00:14½
F. Stobbart	scratch	53:14½
R. G. Kabatek	5:00	58:14½
Al Flath	scratch	53:14½

The Lincoln's Century Run.

Thirty-seven Lincoln C. C. members contested the 100-mile annual road race Monday. The event was won

by J. B. Ritchie, with a handicap of three hours and thirty minutes, his time being 7:17:00. W. R. Blakemore finished second. Time prize was won by R. P. Searle, from scratch, in 6:00:36. The roads were sandy, and in poor condition in many places on the Libertyville-Waukegan course. Forty-two men started. The order of the finishers follows:

Name.	Hdcp.	Time.
J. B. Ritchie	3:30:00	7:17:00
W. R. Blakemore	3:45:00	7:53:00
William Neuenfeldt	2:45:00	7:06:00
J. S. Curran	3:15:00	7:36:00
A. J. Dixon	2:15:00	6:41:00
W. J. Faymonville	3:30:00	8:07:00
C. A. Curry	3:30:00	8:26:00
Adolph Gaul	3:30:00	8:26:00
H. A. Thiede	1:45:00	6:51:00
J. M. Van Duzer	2:30:00	7:37:00
L. S. Graves	2:15:00	7:23:00
J. A. Hoffbauer	2:00:00	7:08:00
J. N. Crampton	2:30:00	7:42:00
H. R. Winship	1:00:00	6:17:00
J. T. Swarthout	1:30:00	6:47:00
H. W. Immke	2:30:00	7:47:00
W. Rudolphy	2:15:00	7:46:00
F. B. Leyns	2:00:00	7:32:00
H. T. Shafer	2:45:00	8:17:00
W. D. Kast	1:30:00	7:05:00
A. G. Cook	1:45:00	7:21:00
W. B. Graves	45:00	6:22:00
Henry Koenker	2:00:00	7:48:00
Joseph Leonard	2:00:00	7:50:00
John Marsh	1:00:00	6:51:00
R. P. Searle	scratch	6:00:36
Otto Kuestner	1:15:00	7:19:00
Fred Schmidgall	30:00	6:44:00
H. K. Rose	45:00	7:06:00
F. M. Lang	1:45:00	8:06:00
Samuel T. White	1:30:00	8:00:00
James McCulla	scratch	6:33:00
J. W. Wichman	30:00	7:55:00
Charles Monson	30:00	8:17:00
Will Scalett	scratch	7:47:00
George Hartung	30:00	8:17:00
G. B. Knaggs	1:15:00	9:12:00

The Thistle C. C. held a picnic and field day at Monon Park, Ind., Monday afternoon. In the final heat of the mile open amateur race, three men went down in a heap at the tape, and in the professional mile open, five riders went over the bank entering the homestretch. In the two-mile handicap, John Fisher fell in the middle of a fine sprint that promised to land him a winner at the tape. Summaries of the bicycle races follow:

One-mile novice—McAllister and Jones, tied for first; Bracken, third. Time, 2:55.

One-mile open, amateur—Scaee, first; Kruger, second; T. Hoyle, third. Time, 2:53½.

One-mile open, professional—J. Fisher, first; Wilson, second; F. DeCady, third. Time, 3:00.

Two-mile handicap, professional—W. DeCady

scratch, first; Crous, 175 yards, second; F. DeCardy 100 yards, third. Time, 5:03½.

Two-mile handicap, amateur—T. Hoyle, 125 yards, first; Kruger, 175 yards, second; Thebodeau, 175 yards, third. Time, 4:56.

H. W. P.

C. F. SMITH IN POLITICS.

President of the Indiana Bicycle Co. Running for Mayor of Indianapolis on an Independent Ticket.

Indianapolis, Ind., Sept. 7.—Charles F. Smith, president of the Indiana Bicycle Co., has announced himself as a candidate for mayor of Indianapolis on an independent ticket. The municipal election occurs the first Tuesday in October, and Mr. Smith firmly believes that before that time he will have secured enough votes to elect him. He has no intention of neglecting his immense manufacturing business, but will intrust it for the time being largely to his lieutenants. The occasion for Mr. Smith's candidacy is the fact that both Thomas Taggart, democrat, and Newton Harding, republican, are the candidates of their respective party machines, and Mr. Smith believes that he is called to relieve the city from the sway of ring politics. He has opened headquarters, and on next Tuesday, according to present plans, he will begin the publication of a four-page newspaper, to be known as Truth, which will be run solely for the purpose of advancing his interests. The paper will run only until the election.

Mr. Smith states that, "Seventy-five per cent of the people in Indianapolis must be taught as children are taught in the kindergarten schools. They must have object lessons and illustrations." Accordingly he will make his paper largely a picture paper. Mr. Smith is rated as a millionaire, having accumulated his wealth in the bicycle business. He came from Kentucky to Indiana about twenty years ago, and after coming to Indianapolis engaged in the bicycle business, acting as agent

for the Columbia bicycle. When the safety was invented he began manufacturing in a small way and the Indiana Bicycle Co. was the outcome.

M. S.

LABOR DAY AT CINCINNATI.

Cincinnati, Ohio, Sept. 6.—One of the greatest road races ever seen in this vicinity was that of the combined Commercial-Gazette and the local cycle board of trade from Hamilton to Chester park, a distance of eighteen miles. The road was in excellent condition and very few spills occurred. It is estimated that fully 10,000 people witnessed the event.

The finish was especially interesting and the bunches made splendid spurts around the Chester park track. A. Fisher struck the track first and about twenty feet behind him came Janes, a Chillicothe rider. Janes caught Fisher at the stretch and they had it nip and tuck down the stretch. Janes, however, proved to be the freshest of the two and won place prize by two lengths.

First time prize was won by S. Du Bois in 51:29. Second time prize was won by W. F. Janes, of Chillicothe, and A. Fisher took third time prize.

The first twenty-five finishers:

Po.	Hdep.	Time.
1—W. F. Janes	5:00	52:16
2—A. Fisher	5:00	52:17
3—C. Runk	7:00	54:36
4—A. C. Kurtz	7:00	51:37
5—E. Wellman	8:00	56:56
6—L. E. Hurdge	8:30	57:27
7—R. Mathias	6:00	55:18
8—G. Pierce	5:30	55:19
9—R. White	5:30	55:19½
10—W. Baertsche	8:30	54:30
11—E. Kuerze	8:00	58:13
12—H. Koesters	8:30	58:50
13—B. Weibel	5:30	55:53
14—H. Stace	7:30	57:57
15—G. Miller	4:30	54:58
16—S. Du Bois	1:00	51:29
17—J. Dean	6:30	57:00
18—A. Schull	8:00	58:32
19—F. Farnsworth	2:00	53:19
20—S. Tomlinson	7:30	59:30
21—J. D. Parks	3:30	56:06
22—F. Deen	6:00	1:00:03
23—W. Stewart	7:30	1:02:27
24—G. Thomas	7:30	1:02:36
25—W. Meininger	8:30	1:04:17

The Track Races.

The track was cleared as soon as the road race was run and a fine card of professional events was given.

The amateurs were also in full force, and the finishes were fully as exciting as the professional. Conn Baker, from the 90-yard mark defeated the Detroit crack, Jack Esperson, who was on scratch. In the mile open, flying start, however, Esperson took the lead from the start and caught the pacemaker. In the stretch Baker pulled up, but was beaten at the tape by Esperson.

Carlson, the Cleveland amateur, who defeated all the local men at the Zimmerman meet about a month ago, was also present, but the amateurs were waiting for him and he was able to do no better than a second and a third. The two-mile amateur was a peculiar race from the fact that the three scratch men took the three place prizes.

The event of the day, however, was the breaking of the world's amateur quarter-mile record, flying start, unpaced, by Griffin Halstead, of this city. Halstead was mounted upon a Sterling, fitted with Morgan & Wright tires. The day was perfect for record breaking and Halstead was in good condition. He circled the track once and had a good headway when the gun was fired. He made the ride in :26%.

Summaries.

One-mile open, amateur; final heat—F. J. Drehr, first; N. Carlson, second; Griffin Halstead, third. Time, 2:40%.

One and one-half-mile handicap, professional—Conn Baker, 90 yards, first; Jack E. Esperson, scratch, second; Geo. D. Grant, 60 yards, third. Time, 3:54%.

Two-mile amateur handicap—Frank J. Drehr, scratch, first; F. B. Farnsworth, scratch, second; N. Carlson, scratch, third. Time, 5:00%.

One-mile, flying start, professional—Jack Esperson, first; Conn Baker, second; Geo. D. Grant, third. Time, 2:18%.

C. F. W.

BUFFALO'S LABOR DAY MEET.

Buffalo, N. Y., Sept. 5—The annual Labor day meet of the Ramblers' Bicycle Club was run off today and it was easily the most successful card of racing ever promoted by this popular organization. None but amateurs appeared in the contests,

but the races were exciting to a degree and enthusiasm was not lacking. Goehler and Miller, who have carried the blue and white of the Ramblers to the front in many a close brush, succeeded in lowering the world's unpaced tandem record for the half-mile. In addition to this the two riders, aided by E. D. Stevens, won the pursuit race, thus carrying off the honors of the day, and winning new fame for their organization.

Summaries.

One-mile open—C. J. Miller, first; C. C. Dirnberger, second; A. E. Longnecker, third; G. Reith, fourth. Time, 2:07%.

One-mile handicap—J. M. Schwoob, 70 yards, first; J. F. Davidson, 30 yards, second; C. W. Richardson, 40 yards, third; N. C. Daul, 110 yards, fourth; H. F. Huehne, 50 yards, fifth. Time, 2:08%.

Half-mile tandem, exhibition—A. B. Goehler and C. J. Miller rode the distance in :53, lowering the world's unpaced record by one and one-fifth seconds.

One-mile tandem—C. C. Dirnberger and Harry Short, first; E. E. Denniston and A. E. Longnecker, second; E. D. Stevens and E. C. Haynes, third. Time, 2:17.

Two-mile handicap—J. M. Schwoob, 120 yards, first; Millard Cornwall, 80 yards, second; H. F. Huehne, 100 yards, third; N. C. Daul, 170 yards, fourth; J. M. Sommer, 190 yards, fifth. Time, 4:32.

Pursuit race, run in heats, by teams representing Buffalo, Rochester, New York, and Springfield; first heat, three miles, Buffalo vs. Rochester—Won by Buffalo. Time, 7:45.

Second heat, same distance, New York vs. Springfield—Won by New York. Time, 6:52.

Final heat, five miles, Buffalo vs. New York—Won by Buffalo. Time, 12:43.

T. W. G.

STARBUCK DIDN'T SHOW.

Philadelphia, Pa., Sept. 6.—Three thousand persons attended the meet of the Tacony A. A. on the Tacony track on Thursday night. There was some good racing, but the soft condition of the track made it impossible for the riders to do any fast riding. The mile open was easily the event of the evening, and resulted in the defeat of Charlie Church by Fred Sims of Washington. Starbuck started, but could not push his high gear on the soft track, and did not qualify. In the final eight men lined up. The men were well bunched for the first two laps, but on the backstretch of the last lap Sims started to sprint. He set an awful pace, and

rounding into the stretch held the lead by two lengths. Church tried hard to beat the Washington man, but did not succeed, Sims crossing the tape two feet in the lead, with Church second, and Bowers third.

Twenty-five men lined up for the five-mile professional, Church and

hardt, 90 yards, third; L. S. Hall, 150 yards, fourth. Time, 13:04%.

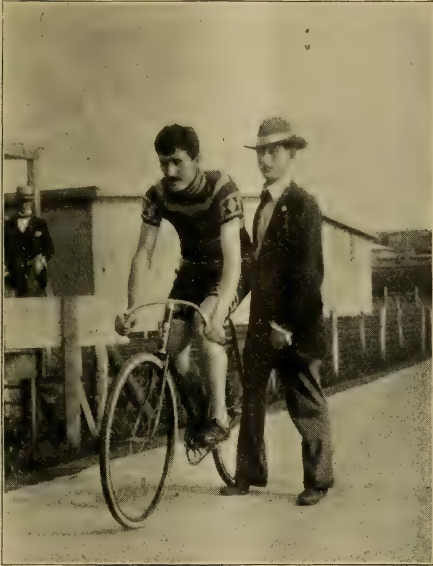
G. M. D.

HOLM TO FORMALLY WITHDRAW.

St. Louis, Mo., Sept. 6.—Next Thursday night, September 9, will mark an epoch in the cycling history of this city. A mass meeting of wheelmen is to be held at the Cottage, in Forest park, at which Robert Holm will formally announce his withdrawal from the chief-consulship race and introduce Henry V. Lucas as the only candidate for office; the formal withdrawal of Albert Young, the Kansas City candidate, having been received. By some Chief-Consul Holm's withdrawal is looked upon as meaning his complete retirement from cycling politics, but this is hardly possible, as he is too old a hand and too thoroughly imbued with the spirit of the game to remain inactive long, and will likely be found before long filling some division office, unless the same powers that are practically forcing him out of the chief-consulship race now should follow him further and freeze him out altogether.

The Associated Cycling Clubs are resting on their oars at the present time, having no fixtures scheduled for the present month and no work in hand, but they have a busy time cut out for in October in the two tournaments they have scheduled, October 7 (Thursday of fair week) and the National circuit tournament, October 16.

It is a noticeable fact in the present cycling legislation concerning lamps and bells, that neither the Associated Cycling Clubs nor the United Wheeling Clubs (which between them comprise nearly all the clubs of any note in the city, the former being composed of five league clubs and the latter of seven other clubs, large and small) have taken an active part either for or against the proposed law, but the older riders and clubmen will probably see in this an aversion



J. F. STARBUCK.

Starbuck being the scratch men. The race proved an easy thing for the limit men, who led all during the race by half a lap. Ben Peck, who started from the 100-yard mark, rode a good race and caught the leaders in the third mile, finally beating them out in the finish.

Summaries.

One-mile handicap, professional—Eddie Miller, 60 yards, first; R. P. McCurdy, 50 yards, second; H. W. Eckhardt, 100 yards, third. Time, 2:32%.

One-mile open, amateur—J. Shomo, first; J. P. Rogers, second; H. G. Gardiner, third. Time, 2:46%.

One-mile open, professional—Fred Sims, first; C. A. Church, second; C. C. Bowers, third. Time, 2:39.

One-mile handicap amateur—J. Reese, 120 yards, first; A. Inskip, 130 yards, second; G. Williams, 110 yards, third; W. Massey, 55 yards, fourth. Time, 2:33.

Five-mile handicap, professional—Ben Peck, 100 yards, first; R. Weir, 110 yards, second; H. W. Eck-

on the part of the clubs to favor a movement which will encumber them with lamps and bells while at the same time they feel that it is not policy to oppose legislation that is not discriminating and is supported by popular sentiment. In fact, on no other theory can the inaction of these two leading organizations be accounted for.

W. P. LAING.

SPRINGFIELD PREPARATIONS.

Springfield, Mass., Sept 6.—Jimmy Michael, accompanied by Dave Shafer and a score or more of pacemakers, made his first appearance on the Hampden park track Saturday morning. He came direct from his record-breaking performance at Detroit. Paced by two quads and a triplet he covered ten miles in 21:51. The clip was a fast one considering the unfamiliarity of the pacemakers with the track. One condition which Michael and Lesna will have to accustom themselves to is the lack of banking at the turns on the local track. Shafer does not anticipate any trouble on that score, however. Michael is at present riding a 106-gear, but in his race with Lesna may increase it to 118. He is evidently in the pink of condition. "To beat Michael," said Dave Shafer, Saturday, "a man will have to ride faster than he ever rode before."

Fred Loughead was another arrival Saturday. A. I. Brown, of Cleveland, came on Wednesday. He has not been in the best of condition thus far this season but will train steadily until the tournament. Lesna is expected in a day or two with an army of pacemakers.

Rumors have been rife that Michael and Lesna would meet before the Springfield meet, but Pognon, Lesna's manager, has assured the directors of the bicycle club that Springfield will be the first meeting in this country of the crack long-distance men.

It is difficult to estimate attendance, but with the right kind of weather, it is not too much to expect that from 15,000 to 20,000 people will witness the events of the first day, which day includes the Michael-Lesna match and the military road race.

E. W. P.

AMATEUR RECORD SMASHED.

Louisville, Ky., Sept. 6.—The one-third-mile amateur competition record was broken by local riders in a handicap race at Fountain Ferry track last Saturday afternoon. Bornwasser won the race from scratch in :40 $\frac{3}{4}$. The time made in the handicap race breaks the record made by G. Packer, Jr., of Denver, made July 13, 1895, at Denver in :43 and is likely to stand for a long time.

Summaries.

One-mile, 2:40 class—H. W. Mattmiller, first; Tracy Girdler, second; P. G. Callahan, third. Time, 2:31.

One-third-mile handicap—P. J. Bornwasser, scratch, first; H. W. Middendorff, scratch, second; Tracy Girdler, 45 yards, third. Time, :40 $\frac{3}{4}$, amateur competition record.

One and one-twelfth-mile handicap—Phil J. Bornwasser, scratch, first; E. L. Thompson, 30 yards, second; W. R. Piatt, 50 yards, third. Time, 2:23 $\frac{3}{4}$.

Quarter-mile heats—First heat won by Phil J. Bornwasser; E. L. Thompson, second; S. I. Forbes, third. Time, :37 $\frac{1}{4}$. Second heat won by Phil J. Bornwasser; F. L. Thompson, second; S. I. Forbes, third. Time, :33 $\frac{3}{4}$.

One mile consolation—D. D. Slade, first; A. Thomas, second; R. Manuel, third. Time, 2:40 $\frac{3}{4}$.

No Circuit Races for Louisville.

The Fountain Ferry Cycle & Athletic Association has finally decided not to make an application for a date in the National circuit. A number of reasons are given for this action. In the first place, cycle racing is dead in this section, for the present season at least. Of the many meets given to the present time, every one has been a financial failure and the association can see no improvement that would justify it in taking the risk. The weather about October 14 is very fickle and if the day was inclement there would be no chance for a postponement. Besides these objections, the association has three more meets

in the matinee series that it is bound by contract to carry out and feels that it has enough for the season.

Politics will be brought into the racing game today at Fountain Ferry track. The two best riders in the city will represent the two candidates for mayor at the election next November and will be started by them in the race. Phil J. Bornwasser will represent Mayor Todd, who is a candidate for re-election, while Harry W. Middendorff will represent Chas. P. Weaver, another candidate. The race is creating more interest than any other that has taken place this season.

J. W. BRIGMAN.

TOURING ORIOLES.

Baltimore, Md., Sept. 6.—Never before in the history of Maryland cycling did so many riders leave the city at any one time as this morning. Both the Baltimore & Ohio and the Pennsylvania ran out-of-the-city excursions to Philadelphia, Atlantic City, and Washington, for which special arrangements were made for the carriage of wheels. Several thousand of the riders took in these various trips, taking along their mounts for riding at the objective points of the trips. Clubs to take advantage of this opportunity for cheap travel were the Clifton, Harlem, Myrtle, Lafayette, and Montebello.

Several officials of the Century Cycling Club of Maryland will try to arrange a tri-city century riding contest. Plans have already been made for the interchange of participants in fall centuries between Baltimore, Philadelphia, and Washington. The Baltimore crowd will take in the annual Washington century September 12 and members of the Century Club of Washington and Philadelphia will take part in the annual fall century starting from this city early in October. Monumental city men will also arrange to take a share in the runs from Philadelphia this

fall. It is proposed by some here to organize century riding teams from each city and have them race from each city.

Chief-Consul Conway W. Sams and Secretary-Treasurer Robert H. Carr, Jr., will be renominated. During two years' incumbency these officials have multiplied the membership of the division five fold. Mr. Sams has laid down a challenge to the riders of this city that if he has 3,000 members in the division by the time of the meeting of the next legislature he will have passed a good roads and a liberty bill, both of which are sadly needed by the cyclers of Maryland.

W. C. W.

POTTSVILLE'S POT HUNT.

Pottsville, Pa., Sept. 5.—The five-mile pursuit race between W. E. Dickinson, of Philadelphia, and Ray Crouse, of Allentown, was the feature of yesterday's races at the Owingsburg fair. In a previous race at Allentown, Crouse beat Dickinson by several lengths, but yesterday the Philadelphia man turned the tables and won by seventy-five yards. It was a close race all the way through, and Dickinson's victory is due to his fast sprinting in the last two laps.

Summaries.

Three-mile handicap, amateur—O. Knipe, 175 yards, first; Thomas McGinty, scratch, second; George Brewer, 125 yards, third. Time, 7:14½.

One-mile open, professional—S. Simons, first; Ray Crouse, second; Boyd Anderson, third; Joshua Lindley, fourth. Time, 2:35.

Two-mile county championship—T. McGinty, first; O. Knipe, second; George Brewer, third. Time, 5:27.

Five-mile pursuit match race, professional—W. E. Dickinson defeated Ray Crouse. Time, 13:27.

G. M. D.

LEAGUE RACES AT PORTLAND.

Portland, Ore., Aug. 27.—The electric light meets held at Portland field, under the auspices of the League of American Wheelmen, were not what might be called a success. The first night drew out a small-sized crowd, and although the races were good, enthusiasm was lacking. A wind

blew across the track but good time was made in all the events. Freeman carried off the lion's share of the honors in the professional races and rode an exhibition half in :59 $\frac{3}{4}$, which pleased the spectators greatly.

The second night drew out even less people than on the first night and a strong wind made it rather uncomfortable to sit out in the night air, in spite of wraps and other comforters.

First Night's Summaries.

One-mile open, professional—Freeman, first; Wyatt, second; McKay, third. Time, 2:11 $\frac{1}{2}$.

One-mile open, amateur—West, first; Eckstein, second; Hornish, third. Time, 2:23 $\frac{1}{2}$.

One-half-mile, amateur, handicap—Sollars, first; White, second; West, third. Time, 1:07 $\frac{1}{2}$.

One-half-mile, professional—Miller, first; Stearns, second. Time, 1:06 $\frac{1}{2}$.

Second Night's Summaries.

One-mile lap race, professional—Freeman, first; Wyatt, second; McKay, third. Time, 2:31.

One-half-mile handicap, amateur—J. R. McMonnies, first; A. T. West, second; George D. Sollars, third. Time, 1:07 $\frac{1}{2}$.

One-mile handicap, professional—George W. Kendall, first; C. D. McKay, second; H. B. Freeman, third. Time, 2:19.

One-mile handicap, amateur—J. R. McMonnies, first; George D. Sollars, second; L. C. Hodgkinson, third. Time, 2:23 $\frac{1}{2}$.

S. B. V.

WORK FOR THE POOR.

Cincinnati, Ohio, Sept. 6.—Wheelmen and others interested in good roads are regarding with great interest the experiment now being made by the trustees of Union township in Hamilton county. There are many poor in this township and the trustees are endeavoring to find a means by which they can get some return for the money spent in their support. The trustees have purchased a large quantity of rock and had it placed along the sides of the roads. Now whenever any of the poor ask for assistance, if they are capable of doing the work, they will be compelled to work a certain length of time upon the road. For a wonder the trade unions are not objecting to this manner of repairing the roads. Some time ago the authorities tried to have convicts repair the roads, but it was so bitterly objected to by several of

the trade unions, that the project was dropped.

The Hamilton county court of common pleas has just handed down a decision by which it holds that a bicycle that is being actively used is not capable of being attached by a constable, but is exempt like workmen's tools and other necessities. The wheelmen need not now be afraid of having their bicycles taken away from them on account of debt.

C. F. W.

THE EXETER ROAD RACE.

Exeter, N. H., Sept. 6.—Exeter observed last Wednesday as wheelmen's day. Over 3,000 cyclists crowded into the little town which was arrayed in holiday attire. The event of the morning programme was the coasting contest. The first prize was won by L. F. Martin, of Waltham, Mass. The track events in the afternoon were run in good time. The ten-mile road race was marred by three serious accidents. James Cannon, of Hampton Falls, fractured his skull. S. K. Woods, of Nashua, sustained a fractured jaw, and F. L. Woods, of Portsmouth, received a broken nose. The course was in fine condition and there were 160 starters. A. L. Boggs, of Haverhill, Mass., won first prize, a \$300 turnout, which included a horse, trap, harness, whip, and robe. First time prize was won by E. O. Peabody, of Lynn, in 25:40 $\frac{1}{2}$. The first ten men to finish:

Po.	Name.	Hdep.	Time.
1	A. L. Boggs	3:00	27:48
2	E. B. Landers	3:00	27:49
3	G. C. Humphrey	3:00	28:00
4	Everett Ryan	1:20	26:24
5	E. L. Lamfish	2:40	27:45
6	S. N. Harvey	2:20	27:29
7	H. B. Munsey	2:30	27:39
8	J. C. Black	2:40	27:50
9	A. L. Murdock	:30	25:40 $\frac{3}{4}$
10	E. O. Peabody	:30	25:40 $\frac{1}{2}$

E. W. P.

SIMS SHOWS SPEED.

Wilmington, Del., Sept. 4.—William Sims, of Washington, carried off the honors of the meet at River

View yesterday, by winning the mile and five-mile handicap events from scratch. Sims was opposed by a fast field and in both events won only after very close finishes. The summaries:

One-mile open, amateur—J. B. Clift, first; J. H. Minnick, second; S. M. Wilson, third. Time, 2:32%.

One-mile handicap, professional—W. Sims, scratch, first; R. P. McCurdy, scratch, second; Robert Weir, 120 yards, third. Time, 2:16%.

Two-mile handicap, amateur—L. Ferdeneid, 75 yards, first; J. B. Clift, 10 yards, second; John Zimmerman, scratch, third. Time, 4:56%.

Five-mile handicap, professional—W. Sims, scratch, first; W. Rose, 250 yards, second; R. Weir, 300 yards, third. Time, 12:07%.

G. M. D.

DIDN'T GET THEIR PRIZES.

Louisville, Ky., Sept. 6.—The race meet at Fountain Ferry track this afternoon had the largest attendance of any meet held in this city during the present year. It was the first one at which the contestants did not get the prizes won by them. The meet was promoted by Rod J. McDonald, who has been a promoter in various other cities in the United States. H. W. Foltz, the member of the racing board from this district, came from his home at Indianapolis to referee the meet and was appealed to by the boys for their prizes, but the only satisfaction that he could give was that the promoter could get no more sanctions until these prizes were delivered. The race between Middendorff and Bornwasser to represent the two rival candidates for mayor did not take place because the prize promised was not presented to their view.

Summaries.

Two-thirds-mile open, amateur—H. W. Middendorff, first; P. J. Bornwasser, second; Horace Pouch, third. Time, 1:31.

One-mile match race, professional—W. H. Seaton, Jr., first; Karl Thome, second. Time, 2:31%.

Quarter-mile heat—H. W. Middendorff, first; E. L. Thompson, second; P. J. Bornwasser, third. Time, :34%.

Exhibition ride, two-thirds-mile, flying start, paced—Harry M. Sidwell, of Cincinnati. Time, 1:10%.

One-mile match race, professional; final heat—W. H. Seaton, Jr., first; Karl Thome, second. Time, 2:13%.

Five-mile pursuit race—W. H. Seaton, Jr., and George Davisworth, Karl Thome, and Victor Dupre. Won by W. H. Seaton, Jr. Seaton and Davisworth began to gain on the other team before the end of

the second lap, and gradually increased the lead. Davisworth dropped out on three miles and a half, and Seaton had to continue alone until the end of the fourth mile, when he passed the other two at the tape.

H. W. Middendorff rode a third-mile, standing start, unpaced, in :41%, breaking the existing amateur record by three-fifths of a second.

J. W. B.

HARRISBURG'S LONG PROGRAMME.

Harrisburg, Pa., Sept. 5.—The ninth annual amateur meet of the Harrisburg Cycle Track Association was held yesterday, at the Sixth street track. It was one of the largest meets ever held here and it required the entire afternoon and evening to decide the ten races. A feature of the afternoon programme was the riding of W. A. Lantz. In the mile open Lantz was one of ten starters, but did not figure prominently until the stretch was reached. Then he sprinted out from the rear and started for the tape at a fast clip. Lody and Ellinger followed quickly, and although gradually gaining were unable to beat him out to the tape. In the evening Lantz again rode in fine form and captured first prize in the mile lap race and second mile open.

Summaries.

Half-mile handicap—E. M. Simmons, 65 yards, first; H. Hamilton, 50 yards, second; W. A. Lantz, scratch, third. Time, :59%.

One-mile open—W. A. Lantz, first; A. L. Lody, second; G. W. Ellinger, third. Time, 2:26.

Five-mile handicap—A. L. Lody, 150 yards, first; L. Heims, 175 yards, second; H. Hamilton, 225 yards, third. Time, 12:01%.

Evening mile-open—W. A. Lantz, first; Craig Stewart, second; G. W. Ellinger, third. Time, 2:25%.

One-mile lap race—W. A. Lantz, first; Craig Stewart, second; G. W. Ellinger, third. Time, 2:23.

Three-mile handicap—Craig Stewart, 25 yards, first; A. L. Lody, 50 yards, second; H. Hamilton, 200 yards, third. Time, 7:23%.

G. M. D.

UNDER C. A. C. C. CONTROL.

Tacoma, Wash., Aug. 31.—The second meet held under the auspices of the California Associated Cycling Clubs in this city took place on Sunday at the Pierce county fair grounds and drew out a very large attendance. The day was a pleasant one and a fine afternoon's sport was looked for, but

the lack of vim exhibited made it unpleasant for all concerned. It was all on account of the tedious delay before the starting of the first race which was advertised to start at three o'clock, but it was nearing four before the first heat was started and the spectators did not like the delay. There were too many managers. The racing was very good, however, and the crowd warmed up as the day went on, but the original delay caused the trouble.

Summaries.

Third-mile, amateur—Wing, first; Mott, second; Shipp, third. Time, :57½.

One-mile, amateur—Mott, first; Wing, second; Cotter third. Time, 2:32¾.

Third-mile, professional—Jones, first; Allen, second; Crawford, third. Time, :43.

Two-th rds-mile, professional—Allan Jones, first; Vaughn, second; Whitman, third. Time, 1:39¾.

One mile, profes-ional—Vaughn, first; Jones, second; Sharrick, third. Time, 2:27¾.

Ten-mile match race, amateur; Shipp, of Salem, vs. Cotter, of Tacoma—Shipp won. Time, 24:31.

S. B. V.

MORE LAURELS FOR MICHAEL.

Detroit, Mich., Sept. 2.—Jimmy Michael and his small army of pace-makers have been training here for a week and today the Welsh-American made a successful attempt upon Lesna's hour record and established a new mark of 31 miles, 1,020 yards in the hour. Jimmy killed all of his pacemakers and finished as fresh as the proverbial daisy. His time by miles follows:

Mls.	Time.	Mls.	Time.
1.....	1:53	17.....	3:04
2.....	3:41	18.....	34:07
3.....	5:32	19.....	36:01
4.....	7:31	20.....	38:00
5.....	9:24	21.....	39:53
6.....	11:15	22.....	41:46
7.....	13:13	23.....	43:40
8.....	15:05	24.....	45:35
9.....	16:59	25.....	47:27
10.....	18:52	26.....	49:22
11.....	20:43	27.....	51:20
12.....	22:37	28.....	53:16
13.....	24:31	29.....	55:10
14.....	26:31	30.....	57:04
15.....	28:33	31.....	58:58
16.....	30:17		

A two-mile tandem amateur handicap was won by Monroe and Roth from 250 yards. Porter and Joseph,

scratch, were second, and Baldwin and King, 50 yards, were third. Time, 3:57. Jerry Woodward rode a flying quarter, unpaced, in :26¾, breaking the state record. R. B. J.

A TRIPLE CENTURY.

Rutherford, N. J., Sept. 6.—E. F. Hackett, of the Rutherford Cyclers, and Captain Mier were the first riders to finish the triple century run of the Rutherford Cyclers, which ended here at 7.15 o'clock tonight. Miss Tillie Hummell was the first lady rider to finish. The survivors then followed in a steady stream to the number of thirty, as follows:

Louis Mier, A. P. Hackett, Edward Hackett, W. A. Hackett, William Pietz, and Albert Ivimy, of the Rutherford Cyclers; Capt. W. J. White, Mrs. Hattie White, W. A. Woods, W. J. Heany, F. Abeling, and Charles Novotny, of the New York County Wheelmen; Miss Tillie Hummel, W. Minnemann, and Capt. W. J. Long, of the Triumph Wheelmen; C. Staubach, of the Manhattan Bicycle Club; Robert Green, John Gray, and Robert Jordan, of the Inthia Wheelmen; C. Parkins, of the Ajax Cyclers; C. M. Henderson, of the New York Century Wheelmen; George E. Cleaver, of the Pennsylvania Wheelmen; George M. Cham-



Michael and his pacemakers.

berlain, of the Knickerbocker Athletic Club; W. J. Merriman, of the East Orange Cyclers; C. B. Bush, of the Lexington Wheelmen; Harry Early, R. J. Porter, H. Hesselbach, E. J. Duddenhausen, and Eugene Traiteler, unattached.

C. Parkins, who had made 380 miles by seven o'clock, rested a few moments and then rode on to complete 400 miles within the time limit by nine o'clock. The club trophy for the largest number of survivors was won by the New York County Wheelmen, the terms of the contest making the Rutherford Cyclers ineligible. The trophy is a handsome clock. Each survivor in the triple century gets a gold medal, and survivors in the double century get silver medals.

A. R.

ANOTHER DAWSON VICTORY.

Paterson, N. J., Sept. 6.—Good weather and good attendance made the Tourist Cycle Club's race meet a success. Dawson captured the mile open without being ridden out, while M. R. Brown made a great win from the 30-yard mark in the two-mile handicap.

Summaries.

One-mile novice—Edward Hoppler, first. Time, 2:35.

One-mile open—Ray Dawson, first; F. L. Cramer, second; Chas. Fuller, third. Time, 2:23½.

Three-mile tandem, pursuit race—Carlisle and Hughes, first; Babb and Crawford, second. Time, 6:49.

Third-mile open—Bert Ripley, first; Ray Dawson, second; Walter Babb, third. Time, 7:45.

Two-mile handicap—M. R. Brown, 30 yards, first; E. H. Withington, 90 yards, second; Thos. Adamitz, 90 yards, third. Time, 4:39.

Two-mile tandem handicap—Cashill and Adamitz, 90 yards, first; Mosher and Bedell, 30 yards, second; G. H. and J. E. Bird, 100 yards, third. Time, 4:14.

Three-mile team race—Tourist team of Ripley, Slavin, and Brown, first. Time, 7:29.

One-mile city championship—Walter Babb, first; David Beckett, second; John Beckett, third. Time, 2:21.

A. R.

WHEELMAN HELD UP.

Hartford, Conn., Sept. 6.—Richard G. Watrous, secretary of the Hartford Wheel Club, while wheeling from the clubhouse to his home in

East Hartford last Monday night, was dragged from his wheel and robbed of a \$90 diamond ring, \$20 in money, and valuable papers. There were four or five of the assailants and Watrous was sand-bagged and thrown underneath a platform. No arrests have yet been made.

E. W. P.

A CHAMPIONSHIP FOR DAWSON.

Jersey City, N. J., Sept. 4.—Ray Dawson, the curly-haired lad from Boonton, captured the five-mile state championship today, defeating such good men as Roome, Ripley, and Weller. The affair took place under the auspices of the Hudson County Wheelmen and 2,000 people saw him do the trick. It was a clean cut victory, as Ripley was beaten in the stretch by over a length. Dawson also won the mile open, but failed to get a place from scratch in the half-mile handicap.

Summaries.

Half-mile novice—L. Chanaud, first. Time, 1:10½.

One-mile handicap—Jack Jasper, 20 yards, first; J. J. Rodgers, 60 yards, second; John Ruel, 20 yards, third. Time, 2:21½.

One-mile open—Ray Dawson, first; J. Ruel, second; Walter Babb, third. Time, 2:23½.

Two-mile tandem handicap—Babb and Crawford, scratch, first; Bedell and Mosher, 20 yards, second; Dewey and Storer, 100 yards, third. Time, 4:40½.

Half-mile handicap—William Graigsley, 70 yards, first; Clinton Ayers, 60 yards, second; James Wilson, 70 yards, third. Time, 1:04½.

Five-mile state championship—Ray Dawson, first; Bert Ripley, second; Wm. Weller, third. Time, 12:40½.

A. R.

RIVIERRE IN AMERICA.

New York, City, Sept. 4.—Gaston Rivierre, the famous "Old Man" of France, arrived on the La Touraine this morning and will look for the scalps of some of America's riders, who long for journeys of from 100 miles to twenty-four hours. Over forty years old, with a world-wide reputation and with the appearance of a count, he met with a rousing reception when introduced at the Quill Club meet. He will start in the six-hour race at Bridgeport, Conn., on

September 22, when he will meet such men as Waller, Elkes, Blakeslee, Leslie, Barnaby, and the other long-distance men. A. R.

IN MCKINLEY'S TOWN.

Canton, Ohio, Sept. 6.—Several thousand people witnessed the bicycle races of the Canton Bicycle Club today. In an exhibition race Harry Scott, of Pittsburg, lowered the state record for one mile, paced, in a flying start, making it in 1:53 $\frac{3}{4}$. In the professional mile open there was a bad spill in which T. M. Drolesbaugh was thrown over the fence. He was carried from the track on a stretcher, but rode in the last race.

Summaries.

One-mile novice—C. A. Fritz, first; R. B. Kuhn, second; Samuel Good, third. Time, 2:24.

One-mile open, amateur—Frank Schaefer, first; Walter D. Snyder, second; Leo Dannemiller, third. Time, 2:15.

Half-mile open, professional—H. H. Krupps, first; Harry B. Scott, second; F. C. Schrein, third. Time, 1:07 $\frac{3}{4}$.

One-mile handicap, amateur—Leo Dannemiller, 130 yards, first; H. H. McCreary, 40 yards, second; G. O. Hamilton, 85 yards, third. Time, 2:05 $\frac{3}{4}$.

One-mile open, professional—C. B. Haskins, first; H. B. Scott, second; Mont Rutter, third. Time, 2:09.

Half-mile open, amateur—Walter D. Snyder, first; H. H. McCreary, second; C. L. Lamson, third. Time, 1:08 $\frac{1}{4}$.

Ten-mile handicap, amateur—H. H. McCreary, 150 yards, first; F. A. Robshaw, 200 yards, second; R. L. Crosier, 360 yards, third. Time, 24:10 $\frac{3}{4}$.

Five-mile handicap, professional—C. B. Haskins, scratch, first; F. C. Schrein, 80 yards, second; H. B. Scott, 120 yards, third.

O. M. C.

AN EMPIRE STATE PARADE.

Mt. Vernon, N. Y., Sept. 6.—Almost 1,500 riders participated in the Westchester County Wheelmen's parade here today. The city was decorated with flags and banners, and the visiting wheelmen met a cordial reception, not only from the club officers of Mt. Vernon, but the citizens in general. The parade was one hour passing the reviewing stand, on which were seated the judges. At the head of the parade was Grand Marshal Franklin T. Davis, chief of staff; W. G. Clark and aides, and the divisions were commanded by Capt. John H. Whittle, Capt. W. Frank

Sleight, Lieut. Charles L. Gerould, and Frank B. Newell.

The prizes were as follows: First prize, New York City club having membership of more than 125, Morris Wheelwomen, silver trophy; club less than 125, Prospect Wheelmen, silver loving cups; second prize, Miniola silver trophy; first prize for Brooklyn clubs, Indian Brooklyn Club, silver prize trophy. Military division, first prize, 71st Regiment, silver loving cup; second prize, 59th Regiment, silver trophy. Out-of-town clubs, Yonkers Bicycle Club, silver loving cup. Special prizes—longest distance, Philadelphia Cycling League, club clock; best mascot, Fanny Rowland, Morris Wheelwomen, silver cup; best decorated wheel, men, A. C. Buscher, New York City; best decorated wheel, women, Miss L. Curtis, Mount Vernon; best decorated tandem, Miss A. Becker and C. A. Fisher, New York City, pair of loving cups; most grotesque costume, T. C. DeBussey, New York City; best appearing boy rider, Willie Briggs; best appearing girl rider, Hattie Stirr; best appearing woman rider, Mrs. F. A. Myrick, New York City.

The visiting wheelmen were entertained by the cycling clubs at their houses in the evening. A. R.

A PROBLEM SOLVED.

Washington, D. C., Sept. 4.—For some time past the officials of the treasury department have been struggling with a perplexing problem, which they have just solved. Under the Dingley tariff law Canadians can not ride their wheels across the border without paying duty on them, although the riders may intend to have their wheels in the United States but a few hours. The collector of customs at Detroit, Mich., has been keeping out many wheels owned by people engaged in business in that city but living just across the river. In order to relieve them from

this inconvenience the collector has been instructed to admit free of duty bicycles intended for temporary use in this country, and it is thought that the same instructions will soon be issued to all collectors along the border. In order to be benefited by this order every rider crossing the river must register his wheel at the custom house, giving a description of it and stating how long he intends to remain. Before he can take his wheel out of the country he must call at the custom house and get a release. This formality must be gone through with every time he crosses the river, and is bound to be very annoying. H. G. W.

BAD SPILL ON THE COAST.

Seattle, Wash., Sept. 8.—In the final of the half-mile scratch bicycle race for professionals held here last night under electric lights, five of the best riders on the coast fell and were severely injured.

John Staver, of Portland, sustained serious injuries about the head and body. Otto Ziegler, the Californian, was badly cut about the face and head. Dan Whitman, of Los Angeles, was badly bruised, as were Hardy Downing, of San Jose, Cal., and George Crawford, of this city.

CHICAGO MEN AT RACINE.

Racine, Wis., Sept. 6.—Two thousand people attended the bicycle races at Athletic field this afternoon given under the auspices of the Racine Athletic Association.

Earl Peabody, of Chicago, rode in good form, capturing the amateur half-mile open, and only losing the mile open by a few inches, Con Reinke, of Milwaukee, catching Peabody napping. Bowler, of Chicago, easily led all the professionals, taking first money in all three of the professional events. A. M. Chandler, of Waupaca, Wis., paced by triplets,

lowered the state amateur record for a mile, covering the distance in the fast time of 1:56. The former record was 2:05.

Summaries.

Half-mile open, amateur—E. W. Peabody, first; C. H. Gruis, second; A. H. Barnickel, third. Time, 1:12.

One-mile open, professional—J. Bowler, first; E. D. Fichtner, second; A. D. Kennedy, Jr., third. Time, 2:14½.

One-mile open, amateur—Con Reinke, first; Earl Peabody, second; A. M. Chandler, third. Time, 2:22½.

Half-mile open, professional—J. Bowler, first; A. D. Kennedy, second; Charles Hofer, third. Time, 1:03.

Two-mile handicap, amateur—Nat McDougal, 60 yards, first; Arthur Arndt, 150 yards, second; Peter Oile, 100 yards, third; B. M. Dedimier, 165 yards, fourth. Time, 4:45½.

Two-mile handicap, professional—J. Bowler, scratch, first; O. E. Virum, 75 yards second; John Muss, 150 yards, third; W. T. Stewart, 160 yards, fourth; Henry Kanaska, 135 yards, fifth. Time, 4:29½.

O. H. M.

A BUCKEYE MEET.

Akron, Ohio, Sept. 6.—Over 3,500 people witnessed the annual race meet of the Tip Top Cycle Club at Fountain park here today. All the races were well contested except the five-mile handicap, professional, which was called off by the referee on account of the riders indulging in too much loafing.

G. W. Alden and John Wiese, local riders, rode in match races on a wager of \$100. Alden won the quarter and half-mile events, and Weise, the mile. E. W. Ballantyne, of Toledo, fell in the five-mile professional and broke his collar bone.

Summaries.

One-mile open, professional—J. J. Blowin, first; Glen Willey, second. Time, 2:15½.

One-mile novice—L. St. John, first; J. E. Somers, second. Time, 2:23¾.

Half-mile open, professional—Archie Lejeal, first; Glen Willey, second. Time, 1:10.

One-mile amateur—James Crawford, first; H. W. Sanford, second. Time, 2:15.

One-mile, club championship—James Rankin, first; Henry Dech, second. Time, 2:15¾.

Two-mile handicap, amateur—James Crawford, 50 yards, first; H. W. Sanford, 20 yards, second. Time, 4:43¾.

Quarter-mile, amateur—James Crawford, first; F. J. Johnson, second. Time, :34.

Ten-mile handicap, amateur—J. Morross, scratch, first; C. H. Ostrander, 160 yards, second. Time, 26:20.

O. M. C.

THE QUILL CLUB'S HANDICAP

Fred J. Titus Captures the Big Purse in One of the Finest Races of the Year—Sanger and Cooper Fail to Qualify, but Bald and Gardiner Make an Excellent Showing—Points and Percentages

New York City, Sept. 6—Fred Titus, the great New York rider of old, is the hero of the hour, for today he won the great \$2,000 handicap race promoted by the Quill Club Wheelmen of America. The contest was one that will long be remembered as the greatest in history. The finish was grand as was the entire race and the time tied the world's record.

Fred Titus won the race and Edward C. Bald took fourth position from scratch in the good time of 4:15½, the race being won in 4:15¼. No such finish has been seen this season. The excitement was intense and such shouting has not been heard this year as Titus, the reinstated favorite of the Metropolitan district, flashed into prominence once more with the greatest win and the largest purse of the season.

Every other race of the day was close and exciting and nicely fought to the tape. Jenny tried to run away from a long mark with the half-mile handicap and failed, Aker, who rode grandly, taking him down in grand style after a long hard pull, right at the tape. Kimble won the third place and beat the back-markers.

Bald's win of the mile open was sensational and Gardiner's second position in the same race was as much so. Cooper gained the stretch first and Bald flashed by, a streak of white, while Gardiner gained slowly and took second with a jump in the last length from Cooper.

Eight thousand people attended the meet. Gaston Rivierre, the grand old man of France, rode five miles in exhibition on a low-g geared wheel in 10:11¼.

The Big Race.

The purses of \$1,000, \$250, \$100, and \$50, were hung on the string above the tape just previous to the start of the great handicap race. E. C. Bald and Arthur Gardiner, representing Buffalo and Chicago, were on the mark of honor; F. A. McFarland, was at 25 yards; F. J. Titus, once a scratch man himself, was at 40 yards; L. A. Callahan, the Buffalo rider, had 40 yards; H. R. Steenson, "Old Side Wheeler" was at 60 yards, while at the 80-yard mark were Watson Coleman, of Boston, and E. S. Aker, of Philadelphia; W. E. Becker, the former five-mile champion, had 100 yards. With Becker was Owen S. Kimble; R. A. Miller, the ex-amateur of New York, who turned pro for this race, held down 120 yards. H. P. Mosher had 160 yards, and Leffer-son, of Asbury Park, N. J., was at the same mark. F. D. White, an unknown from Lyndbrook, N. J., was at 180 yards, and Arthur S. Lee, the five-mile amateur champion of New York state, held down the limit, 200 yards.

The men were all called to the tape and given some instructions by Referee Mott. There was a hum of expectancy in the stand as the men bunched around the tape. Many an

anxious eye looked upward to the money suspended overhead.

Chairman Mott announced to the assembled men that disqualification would amount to something in such a race, and that men riding foul would be fined as well as disqualified. Rumors of deals between four of the men had been heard before the race, and these men were quietly warned not to work together to the injury of any other rider. Steenson asked regarding team work and was informed that he was expected to do some of the pacemaking. The race was really no greater than an ordinary circuit race except that there hung that \$1,000 in a little bag over the tape. Owing to the split between Bald and his trainer, Peter McGue, the track manager and an old circuit trainer, started Bald from his mark. Temple started Gardiner.

The Start.

The race started. Lon Peck fired the pistol in his usual jerky style. Wells started with McFarland. Bald and Gardiner were quickly after him. Becker, Steenson, Aker, and Callahan were reported to be in a combine. Kimble had refused to come in. Bald paced Gardiner after McFarland, but the Californian gained on the jump. Bald and Gardiner worked together, and at the bell Lee, White, Mosher, and Lefferson were in the leading bunch of four. There was a break, and Miller was alone and laboring to get up. Another break and the bunch shot by with Coleman in the lead. At the half-mile Bald and Gardiner closed with the bunch. The four leaders seemed to have the race, providing they could work together. At the two-thirds Aker was forcing matters in the back bunch. The leaders were working fairly, but were being slowly overhauled. At the mile Bald and Gardiner headed the bunch and were forcing things. Gardiner seemed to be aiding Bald. Just past the mile Miller was closed

with and sifted back in the bunch. Gardiner carried things along for the back-markers. Bald was on his rear and McFarland sleighrided. The lanky Californian alternated between the rear wheels of Bald and Gardiner and held his position. Coleman followed McFarland and Kimble was next in line.

Catching the Leaders.

At the mile and one-third, 100 yards only separated the leading four men and the back markers, who shifted round in the bunch back of Gardiner, who was forcing matters. At the bell the four leaders were but fifty yards to the good. Aker came out of the bunch from the back and the most exciting race in the history of the sport this season resulted. Fred Titus had the rear wheel of Aker, his team mate, and the pair drew far ahead of the field in overtaking the leaders. The entire field bunched right at the training quarters, a little less than a quarter of a mile from home, Aker and Titus going around and the balance sifting into the field at the back. Aker continued his rush and carried Titus away from the leaders. He was doing grand work when McFarland went out of the back bunch and after the fleeing pair. Coleman had been holding McFarland's rear wheel and never left his position, coming all the way. Bald got away from Gardiner and shot after the four. The bunch formed down the stretch, but Titus had the lead and maintained it grandly, working smoothly. It was a grand finish, and Titus won by a length, while McFarland gained a close second and Coleman took third, with Bald close up in fourth position. Kimble, Callahan, Aker, White, Lefferson, Steenson, Becker, Mosher, and Gardiner were in order. The time was 4:15½, the time of Bald, 4:15¾, tying the record of Sanger and Goehler and giving to Bald \$50, the special prize.

Bald and Cooper were together on

scratch in the final of the half-mile handicap. Stevens and Titus had 15 yards; Aker, Coleman, and Steenson had 20 yards; Kimble and Newhouse had 25 yards; Eaton had 30 yards, and Jenny, 35. A S. Lee was limit man at 55 yards. Bald did not start, being excused, leaving Cooper alone on scratch. From his mark, Jenny soon had Lee and then ran away. Aker went out of the bunch. At the bell, Jenny had a long lead and shot out for victory, with Aker, also far ahead of the field, in full chase and the field bunched and unable to close. Aker made a game, hard ride, and within sight of the tape gained the victory from Jenny, who looked up in dismay as he went over the tape. Kimble came out of the back bunch and gained the third position, with Titus on his rear wheel. Cooper was in the bunch and close up. The time was 1:00 $\frac{4}{5}$.

The Mile Pro.

Only six men started in the final of the one-mile professional. The order of the riders from the pole out was Bald, Kimble, Cooper, Aker, Callahan, and Gardiner. The race was paced by Oscar Hedstrom and L. R. Lefferson, each taking a half-mile. At the pistol the men jumped for the pacemaker, Cooper gaining the place. Aker went around the pace, Cooper dropped back and Aker took first position with Cooper second, Bald, Kimble, Callahan, and Gardiner following in order named. Lefferson, the first pacemaker, dropped out at the end of the first half and Hedstrom took the next third. Entering the backstretch on the last lap, Cooper went to the front. Gardiner was pocketed and could not get out. Entering the last turn, Aker jumped Cooper and gained the lead. Rounding into the homestretch, Aker swung wide and the whole field went through the gap left by Aker with Bald in the lead and Cooper close at his side. Gardiner came up and right at the

tape pushed Cooper so close for second place that the judges were a little confused. Gardiner was given second place with Cooper third. Cooper refused his prize money for third position. The time was 2:08 $\frac{1}{5}$.

The Metropolitan Championship.

The five-mile metropolitan championship was the principal amateur event of the day. Thirteen men lined up for the start and the track was barely wide enough for the starters, who were squeezed together like sardines. Before the two miles had been reached, five of the thirteen men had quit. I. A. Powell played the race well and was always next to the pacemaker. At the bell the eight men bunched. Roome was in the lead. There was a general shifting of positions until the homestretch was reached. Here it was that Powell opened up at least ten lengths on his opponents before the tape was reached. W. F. Richt tried hard to close the gap, but could not. Powell crossed the tape amid great applause from the spectators, winning in the good time of 11:26.

Summaries.

Quarter-mile, amateur—I. A. Powell, first; J. P. Hutcheon, second; F. W. Richt, third. Time, :34 $\frac{1}{5}$.

Half-mile handicap, professional—E. S. Aker, 20 yards, first; F. J. Jenny, 35 yards, second; O. S. Kimble, 25 yards, third. Time, 1:00 $\frac{4}{5}$.

Two-mile handicap, professional—Fred J. Titus, 40 yards, first; F. A. McFarland, 25 yards, second; Watson Coleman, 80 yards, third; E. C. Bald, scratch, fourth. Time, 4:15 $\frac{1}{5}$.

One-mile handicap, amateur—J. P. Hutcheon, 15 yards, first, A. S. Jinking, 50 yards, second; B. L. Hunter, 40 yards, third. Time, 2:13.

Five mile metropolitan championship—I. A. Powell, first; F. W. Richt, second; Jack Jasper, third; W. C. Roome, fourth. Time, 11:26.

One-mile professional—E. C. Bald, first; Arthur Gardiner, second; Tom Cooper, third. Time, 2:08 $\frac{1}{5}$.

SATURDAY'S HEATS.

New York City, Sept. 4.—Good racing graced the first day of the great meet of the Quill Club Wheelmen, but the attendance was not larger than the first day of the meet last year. The stands looked deserted. People waited for the final of the great race. Heats were run in

the great \$2,000 handicap today, and fifteen happy men sleep the sleep of the just tonight, while twenty-two others stand around and tell all about how it happened and whistle for the return of the \$10 which they paid for the try at a fortune. The heats of the contest, for each of which five prizes—\$75, \$50, \$25, \$15, and \$10—were given, did not bring any very great surprises. Four of the five scratch men started in the three heats, and two of the four qualified. Earl Kiser did not start, owing to the boil which formed some days ago over his eye, and which did not break until yesterday. Bald won his heat. Gardiner ran second in his, in which Cooper failed to hold the rear wheel of Gardiner down the stretch. Sanger rode a mile and one-third unpaced in his heat, and then ran seventh at the finish. Five men only qualified. Good handicapping marked the event.

In the third-mile open race today, Owen Kimble, the Louisville rider, gave sure indication of his return to form and confidence, by defeating Bald in a clean cut sprint.

New York's great team Powell, Ertz, and Reith, went down before the three sturdy Bisons in the inter-city pursuit team race, to continue until one or the other team closed the gap. It was four and one-third miles and half a lap before the trick was turned.

Amateur and professional finishes were close and surprises were not uncommon as may be seen by a perusal of the summaries. In the half-mile amateur the three back-mark men qualified in each heat and Buffalo won all. The twelve men were all at the twenty-five-yard mark or farther back and four men were on scratch.

Heats of the Big Run.

A string was stretched across the track and the purses for the heats and final of the great \$2,000 handicap of

the Quill Club Wheelmen of America were suspended over the tape before the start of the first heat. The first heat had Bald on scratch, F. A. McFarland at 25 yards, L. A. Callahan 50, E. S. Acker 80, O. S. Kimble 100, C. S. Wells 120, A. J. Bradstreet 120, Otto Maya 160, Oscar Hedstrom 180, Fred Muller 180, Joe Harrison 200, Sutphen 225. The men got away quickly. Maya was fourth, having made a gain and closing the first lap. Bald caught McFarland and took pace. McFarland slowed and made Bald go round. Callahan was caught at the mile when the field bunched. Bald and McFarland at once took the lead, Acker succeeding them. McFarland played for the lead constantly. McFarland, Wells, Bald, Acker, and Maya were bunched at the bell. Wells made the run and gained the stretch first. A whirlwind encircled him and in the last twenty yards he was pushed back and out of qualification. Bald came out of the lead and Louis Callahan was perhaps a length back. The fight for third position was fierce. Five men were abreast. Bald had the race, Callahan was second, Kimble third, McFarland fourth, and Acker fifth. The time was 4:51 $\frac{1}{2}$.

Cooper and Arthur Gardiner were on scratch in the second heat. F. J. Titus was at 40 yards, H. R. Steenson 60, Watson Coleman 80, C. M. Murphy 120, C. W. Davis, L. R. Lefferson 160, Albert Schock, Jr., 300, G. Bennett Smith 200, John W. Conklin 225, and Albert Schock, Sr., 300. Cooper did little work from the back position and lost his chances. Nine men bunched in front, and Cooper and Gardiner got down to work. John W. Conklin set the pace for the long-markers. In the fifth lap Gardiner closed with the field, Cooper following him up and past the bunch. At the bell the scratch men were well back. Into the stretch Charlie Murphy gained the lead.

Down the stretch Gardiner shot round the outside and at the tape had gained second position. Cooper was left back when Gardiner made his rush. Titus gained the decision with Gardiner second. Watson Coleman, H. R. Steenson, and L. R. Lefferson gained the third, fourth, and fifth positions. The time was 4:37½. The third heat had Walter C. Sanger, alone on scratch. Earl Kiser was unable to start. O. L. Stevens was at 25, J. A. Newhouse at 50, F. J. Jenny 80, Jay Eaton 80, W. E. Becker 100, Chas. Hadfield 120, Barney Oldfield 120, R. A. Miller 120, H. P. Mosher 160, F. D. White 180, A. S. Lee 200, and Stephen O'Brien 250. The latter rider was forty-six years of age.

Sanger rode a mile unpaced closing gradually with his field. Sanger had the second bunch at the mile and one-third. Three men had a long lead, Mosher, White, and Lee. Becker led the back bunch at the bell. Mosher had little difficulty in winning from Lee and White was third. Becker maintained his lead and won a great fourth from the back bunch with R. A. Miller, the former amateur, fifth "by a neck" in a hard finish. The time was 4:31. Sanger was seventh in the hard finish.

Heats in the third-mile open, professional, were paced and were all desperate finishes. The line up for the final had Oldfield on the pole, Cooper, Kimble, Bald, Lefferson, Gardiner, Newhouse, and Stevens

being in order. Maya paced and Stevens caught the pacemaker. Bald and Kimble were following when Cooper shot round to the front. Bald came up with a rush and Kimble pushed him into the stretch and back to second down the stretch in a fine finish. The race was between the two men and Bald was beaten fairly in a hard race which was wide open and without question. Lefferson ran in a close third. Cooper was fourth on the pole and Stevens, just wide of him, was fifth. Gardiner came wide and shot into sixth position while Newhouse ran seventh. Oldfield was last. The time was :43.

Sanger received a telegram from Milwaukee today announcing the birth of a son. He is correspondingly happy, and tried hard to qualify, saying he "needed the money to buy the baby new shoes."

Summaries.

One-mile, amateur—I. A. Powell, first; A. B. Goehler, second; C. J. Miller, third. Time, 2:12.

Third-mile, professional—O. S. Kimble, first; E. C. Bald, second; L. R. Lefferson, third. Time, :43.

Half-mile handicap, amateur—Geo. Reith, 10 yards, first; E. D. Stevens, scratch, second; A. R. Goehler, scratch, third. Time, 1:05½.

Pursuit race, Buffalo vs. New York; Buffalo Evening News team—A. B. Goehler, C. J. Miller, E. D. Stevens, first; New York team, C. M. Ertz, I. A. Powell, O. V. Babcock, second. Four miles, 1¼ laps. Time, 10:11.

Heats of the two-mile handicap; first heat—Bald, scratch, first; L. A. Callahan, 50 yards, second; O. S. Kimble, 100 yards, third; F. A. McFarland, 25 yards, fourth; E. S. Acker, 80 yards, fifth. Time, 4:51½.

Second heat—F. J. Titus, 40 yards, first; Gardiner, scratch, second; Watson Coleman, 80 yards, third; Steenson, 60 yards, fourth; L. R. Lefferson, 160 yards, fifth. Time, 4:37½.

Third heat—H. P. Mosher, 160 yards, first; Lee, 200 yards, second; F. D. White, 180 yards, third; W. E. Becker, 100 yards, fourth; R. A. Miller, 120 yards, fifth. Time, 4:31. F. E. S.

POINTS AND PERCENTAGES

New York City, Sept. 7.—Every man in the percentage thermometer is lower in his percentage this week, with the exception of Bald, who gained .014. Kiser did not change as he did not ride, and Stevens stayed the same

for the same reason. Major Taylor, the darkey, steps into fourth position, entering the table with eleven starts and with a standing of .689. Cooper, Gardiner, Loughhead, and Mertens are below the colored boy in standing.

Taylor has been placed again and again in races in which these riders competed and has never finished back of fourth position in his races, with the exception of the two-mile lap race in which he quit at Worcester. That one failure cost the lad another position in the table.

At Newark, August 14, Bald and Kiser were nearly tied in the thermometer contest. Kiser did not ride and Bald gained a lead on his great rival. That lead he has increased from day to day until now he is thirty points the best of Kiser.

Bald Leads in Points.

In the points table Bald shows a gain this week over Gardiner, and now has a safe position with twenty-one points the best of his nearest competitor. Bald has won 69 points this season. He had but 65 when last season closed at Washington. Bald has won twelve firsts this season, while one month later than this time last season, finishing the circuit, he had

PERCENTAGE		
Bald		.859
Kiser		.829
Stevens		.760
Taylor		.689
Cooper		.650
Gardiner		.640
Loughead		.631
Mertens		.607
Hoyt		.594
N. Butler		.576

exactly the same number of firsts. Major Taylor is now seventh in the table and is climbing daily. Fred Titus stands second with his prize winnings, but is twentieth in the table. Titus has \$10 the best of Gardiner in amount of money won and is but a little less than \$600 behind Bald.

The position of Titus in this respect has been gained, as a matter of course, by the great win of the Quill Club's handicap in which he placed \$1,075 to his credit. Fred Longhead, the mile champion, having been off the circuit for three weeks, will be dropped from the thermometer another week unless he appears at one of the meets this week.

With the finish of the National circuit three months and more away, the battle is young yet and many surprises will develop in the running fight, through to the west, to the south, to the east, and again west.

New York plans to give at the same

time as the great eight cornered match race for the eight most prominent professionals, a like contest for the leading amateurs of the country. The following eight riders have been invited to compete. C. M. Ertz, the one-mile amateur national champion; I. A. Powell, the two-mile national champion; E. W. Peabody, of the Chicago Cycling Club, the third-mile national champion; E. M. Blake, the half-mile national champion; Ray Dawson, one of the inter-collegiate champions; Fred Schade, who is hot after the scalp of Peabody in number of races won this season; C. J. Miller, the Buffalo cyclone, and J. S. Johnson, who is second only to Blake in New England, and who is rated as the most promising rider of that great section. These eight riders will be placed in heats of two men each and will be brought down to semi-finals and one final, just as in the professional race of the same nature.

The Professional Match.

In the eight cornered match, the four most prominent professionals, Bald, Cooper, Kiser, and Gardiner, will be drawn for the first four heats.

The other four competitors will have their numbers shaken up in a hat and will then draw. The first will compete in the heat with Bald, the second in the heat with Cooper, the third with Gardiner, and the fourth with Kiser, and so on. Walter C. Sanger today retired from the path for the season owing to an urgent telegram he received from home. His place will be filled in the great race by Fred Titus, now the most prominent rider of the metropolitan district. Had John S. Johnson not suffered defeat at Boston, Saturday, he would have been added.

Points and Prize Winnings.

Bald.....	69	\$1732.00
Gardiner.....	48	1090.00
Cooper.....	37	794.00
Mertens.....	31	722.00
Kiser.....	27	756.00
Stevens.....	26	650.00
Taylor.....	24	500.00
Butler, N.....	22	495.00
Hoyt.....	20	470.00
Newton.....	18	435.00
Loughead.....	15	215.00
McFarland.....	13	600.00
Kimble.....	12	290.00
Newhouse.....	12	295.00
Coleman.....	10	360.00
Eaton.....	9	160.00
Stenson.....	7	130.00
Becker.....	7	130.00
Wells.....	6	160.00
Butler, Frank.....	6	130.00
Titus.....	5	1100.00

F. ED. SPOONER.



EDITORIAL

TIRE GUARANTEE PROBLEM.

A grave question is confronting the manufacturers of bicycle tires as well as the makers of bicycles themselves. It is the guarantee question. With the abolition of guarantees on bicycles, which has been widely agitated and will unquestionably be accomplished at some time in the not far distant future, comes the question of abolishing the guarantee on tires as well. It would seem a little strange to sell a bicycle which was not guaranteed fitted with tires which were guaranteed. The problem in either case soon resolves itself into identically the same question, viz., is it better to put on the market articles which are supposedly free from all imperfections and backed by the reputation of a reliable firm, a reputation which can be maintained only by cheerfully and promptly making good any defects which may possibly slip in, or to put on the market the same article backed by a definite guarantee which amounts to absolutely nothing if the firm does not feel disposed to carry it out, but which allows room for all kinds of unjust protests and unreasonable demands? The knowledge that one concern sells its goods with a guarantee and another in the same line sells without a guarantee, would lead the buyer to the supposition that the goods of the one were reliable and those of the other unreliable. Concerted action in a question of this kind is, perforce, necessary. Returning to the tire question, the makers of tires can not suffer any loss of trade through the universal abolition of the guarantee. Such may be the result for some individual firms whose reputations will not bear the closest scrutiny, but the total number of tires sold will not be less on account of the abolition of the guarantee.

Bearings will not advocate any change in the bicycle business which will redound to the injury of the rider or to the dealer for it holds itself equally responsible to them for the sentiments it expresses, as to the manufacturers. The abolition of the guarantee on either bicycle or tire would not deprive the rider of the privilege of being able to secure absolute justice in having made good any claim he might have against any reputable manufacturer. Other lines of goods are bought on reputation without the needless guarantee and the buyers are well satisfied. Imagine a man or woman buying a pair of shoes and having the following guarantee given with them:

We agree with the purchaser of each pair of Regal shoes to make good by repair or replacement, when delivered to our factory, transportation prepaid, any imperfection or defect in material or manufacture of such pair of shoes not caused by misuse or neglect; provided that the factory serial number shall be on such pair of shoes at the time such claim is made, and that all imperfect or defective parts shall be referred to us before any claim for repairs or replacement shall be made. This guarantee continues for six months from the date of sale by the agent.

If it is not necessary to so guarantee shoes which are used for walking over the ground, why should it be necessary for a bicycle or tire which is used for rolling over the ground? If the buyer of a pair of shoes is

willing to take them with whatever reputation the manufacturer's name gives, why not the buyers of bicycles? This is a matter which is within the province of the Rubber Tire Association and one which is agitating its members. Bearings trusts that this body will see its way clear toward taking action looking to the abolition of the guarantee by all members of the association.

SENSATIONAL NEWSPAPER WORK.

The American press is notorious the world over for the sensational character of its work. Never content to place facts before the public in a businesslike and unbiased manner, the daily papers must needs create surprises, and, in order to do so, will, if the necessity arises, manufacture sensational news out of whole cloth. The latest examples of this yellow journalism is the reported chainless bicycle trust and the corner in American tubing. These emanated from New York and are now going the rounds of the press of the whole country, notwithstanding there is about as much truth in them as in the bunko steerer's gold brick. The bare facts that Col. Albert Pope is experimenting with chainless models, that the Columbia was reduced in price July 1, and that Colonel Pope and A. G. Spalding went to Europe together were sufficient for the fabrication of the chainless bicycle trust story. Colonel Pope, with a bright eye ever open to advertising, neither denies nor affirms the reports.

With most of the leading bicycle manufacturing concerns in the United States quietly working on chainless models in an experimental way and principally as a precautionary move, the uselessness of forming a trust is very patent. It is not impossible that the Pope Mfg. Co. will put a perfectly practical chainless model on the market next year, but if the Pope people can make chainless machines that will give satisfaction it is not to be supposed that others will not be able to do the same. And even though a number of the biggest makers should form a trust, it is doubtful if all the sensational booming the papers have given the chainless bicycle will be sufficient to popularize it enough to make riders pay a fancy price for an untried novelty. Chainless machines have been sold in Europe for a number of years, but it is not known that they have displaced the chain driven models to any appreciable extent.

THE ENGLISH ARE SURPRISED.

The following paragraph, clipped from *The Cyclist* (English) would indicate that whereas the English people are inclined to make considerable light of the "American invasion" bicycular with regard to the British Isles, they fully appreciate the fact that American cycles are cutting somewhat deeply into the English foreign cycle trade:

There is no gainsaying the fact that American cycle makers are paying considerable attention to the question of building up a cycle export trade. Taking the case of the Mexican market alone, to which our exports have declined from £2,732 in 1893 to only £685. During the month of May last, alone, American makers sent cycles and parts to a value of £1,235, or nearly twice as much as we did in the whole of last year. During the five months ending with May the exports of cycles from the United States to Mexico reached a sum of no less than £6,150—a total which is greater than the aggregate from England to the same country during the whole of the past four years!

What is true of Mexico holds good of South Africa, Australia, New

Zealand, and other territory that is essentially British, only in a less degree. Some of the American wheels sent out to those countries and to Europe may, as the English claim, be of the "cheap and nasty" sort—a fact as much deplored on this side of the ocean as on the other—but the fact remains that the American makers are at last actively reaching out for foreign trade, and, like everything they go after, are getting a goodly share of it.

**PROMOTERS
SHOULD OFFER
BIG PURSES.**

The people of New York and Boston have shown by their actions of late that they want to see the stars and that they also want to see them ride for big purses. They have demonstrated this by turning out in such large numbers that the coffers of the meet promoters of the two cities have swelled visibly. At Boston, over 15,000 people witnessed Michael's race with McDuffie, while at New York a week or so ago Manhattan Beach grand stands could not accommodate the thousands who came to see the Michael-Starbuck match. The Kickerbockerites brought their families with them last Monday when they went to see Titus win the great handicap, which had a purse of \$2,000 hanging up at the tape for the lucky New Yorker. At Charles River park the same day over 10,000 witnessed McDuffie, Hamilton, Nat Butler, John S. Johnson, and others ride for big prizes.

This all goes to prove that the people will patronize cycle racing when the stars ride, and when big purses are put up. They do the same thing in the horse racing game, and when two bright lights of the equine world match speed for a big pot of money the gate is increased ten-fold over the average attendance. These recent meets ought to teach race meet promoters a valuable lesson. The old practice of offering small prizes for good men to ride for—prizes that would not pay the men's expenses, even should they win—will have to be done away with if the promoter wishes to prosper. Big money, the stars, and a liberal use of printers' ink will make any meet a success.

**THE CRAZE
FOR
CENTURY RUNS.**

Probably no phase of bicycle riding better denotes the American temperament than the growing tendency to indulge in club century runs. The competition in this line has become so keen that, not content to ride single centuries in any kind of weather and over any sort of course, clubs and individuals have gone to the extremity of organizing double and even triple century runs. The uselessness and folly of such a practice ought to be apparent to every one. In the first place, it is an exceedingly empty honor to win such a contest, and in the second place, few of those who compete in these long-distance rides are physically capable of standing the strain—a point especially applicable to the feminine riders who frequently take part. We are not all of us racing men by any means, and the sooner we realize the fact and confine our bicycle riding to a more reasonable form and degree of exercise, the better it will be for us.

Of what possible value is it to us to know that we are one of a dozen who can ride 300 miles in thirty six hours? Perhaps the performance will afford an opportunity to "work" the trade for a new cyclometer, a speed indicator, a saddle, or even a pair of new tires, but is a \$10 pair of tires worth the labor

and suffering involved? Perhaps it gives us a chance to vaunt our prowess to some rival, but does the satisfaction pay for the work? When the hours of rest come after the run is a thing of the immediate past, and we roll from side to side of the bed too tired to sleep, where do we look for compensation? We have traveled 100, 200, or possibly 300 miles in a given time, have covered ourselves with a minimum of glory and a maximum of dust, have exhausted ourselves physically, worked up an ill temper, developed a woebegone expression, and wholly incapacitated ourselves for the next day's labor. Of the characteristics of the landscape and the beauties of nature we have passed we saw and know nothing, but we could tell any other would-be century fiend just where he would find the most dust, the newly made road, and other equally delightful things.

It is simply the American way of crowding as much into a given time as possible. We never are, as a nation, content to enjoy our Sundays and holidays in a reasonable manner, but must get out on every day of rest and recreation, and do work of the severest nature, that exhausts our vitalities far more than a whole week of ordinary daily labor. There can be no objection to riding 100 miles a day if any object is to be attained. The folly of the club century run lies in the fact of making it a race and admitting women and youths who lack the physique and stamina to complete the distance without serious results, and in foregoing more beneficial forms of recreation.





PALMER TIRES

MARK THE HIGH-GRADE WHEEL

It is well to know your roads before going touring, especially if the itinerary be through England and France. Riders will find that English and French roads are hard on tires, as the following letter from "Mit" Erwin will show:



MIT ERWIN IN CHEESEMAKER'S COSTUME.

"The Jiffy Repair outfit came to hand while I was in Switzerland was forwarded to me there. You will be interested to know how the Palmer Plank Road Tires carried me over the road from Paris to the middle of Switzerland. As is well known to bicycle riders, the roads in this country while they are almost perfect as regards being smooth and hard, they leave the wheelman continually exposed to the dangers of the peasant's boot-tack and the very sharp pieces of flint stone of which the roads are made. These two little nuisances interfere sadly with cycling unless the cycle tires are particularly strong or are particularly adapted to resist puncture. I can give you a good account of your tires after riding from here to Switzerland, in five days of hard, hard riding, much of which was over mountains, the sides of which are covered with the roughest of stones. I got through without a puncture, and almost without a scratch. Once, near Sens, I picked up one of those big hob nails with my front tire, but even though I had carried it in the tire several miles I simply pulled it out and the tire did not leak. I did not use the pump once. Several days after reaching Switzerland I was riding on a trip through Interlaken, Thoune, Berne, and Fribourg and discovered in my rear tire one of the aforementioned tacks, imbedded clear up to the head. It had evidently been in the tire all day. I pulled it out, but the tire leaked only enough to make a perceptible loss in three days, after which time I 'shot' some of the solution into it from the Jiffy, and everything was all right again. This account is exactly as the tires served me, and possibly it will be of some satisfaction to you to know.

"Sincerely yours, J. M ERWIN.

"PARIS, August 3, 1897."

THE PALMER PNEUMATIC TIRE CO.

CHICAGO

NEW YORK OFFICES, 66-68 READE ST.

A.C. BANKER AS "RIP"



MICHAEL'S TURN



THE CANADIAN W.A. RECOGNIZES
THE COAST SECEDERS



EVENTS OF THE WEEK



"WOODEN SHOES
IS A PAPA"



TITUS GRABS
THE QUILL CLUB'S
FAT PURSE



SEARLE AND WINSHIP
TIME WINNERS IN THE
LINCOLN'S CENTURY

ALBANY

Seamless Steel Tubing

Equal in grade and quality to any bicycle tubing in the world. ♣♣ Made with the most improved machinery—hydraulic power benches and every modern equipment required to produce the best obtainable high carbon tubing.

UNIFORM IN THICKNESS.
PERFECTION IN FINISH.

An abundance of natural gas—nature's free fuel—flows from our own wells and contributes its share to the quality and economical drawing of our finished product.

Capacity, 6,000,000 feet per year.

Write for prices and samples.

ALBANY MFG. CO., - - Albany, Ind.

Mention Bearings

TRADE

TRADE LETTERS

BIG GUNS RETURN HOME.

Colonel Pope and A. G. Spalding Arrive in
New York and Talk About Their
European Trip.

New York City, Sept. 4.—The cycle magnates, who have been abroad for the past six weeks, arrived on the Paris today and very quickly settled the rumor regarding tube and bicycle trusts. Colonel Pope and A. G. Spalding, together with William Redding, were on the steamer, and all expressed themselves as having had a most agreeable trip abroad, combining business with pleasure. They visited Hamburg, Berlin, Brussels, Paris, London, and other places, and the experience gained is expected to stand them in good stead when looking for European business in the future.

In speaking of the much talked of tube trust, Colonel Pope said: "There is nothing whatever in the report that a tube combine would be formed, as it is not necessary for American manufacturers to form any trust, or to go into any trust, as our tubing is now as good as any in the world."

When asked regarding the report that seven of the largest manufacturers were planning to form a bicycle trust, the colonel merely smiled and said nothing; which action meant volumes.

In speaking of chainless wheels the colonel said: "It is my belief that the chainless wheel is the wheel of the future, and of course my company will be in line to supply the demand, the same as it always has been."

"I think there has been a great gain in the American trade abroad," said the colonel when asked, "and there is an excellent chance for still more business as the foreigners are beginning to thoroughly learn the merits of the American bicycles."

Spalding Talks.

A. G. Spalding was seen by a Bearings

representative immediately after he had landed and the much used tube question was put to him. He replied: "There is nothing whatever in the reported tube trust, although I hear that two or three American companies have amalgamated their interests and sold out to an English syndicate. As far as I can learn that is the only basis of the reported tube trust."

"What do you think of the outlook for American trade on the other side next season?" was asked.

"It is my idea that the American trade in Europe is increasing rapidly and will continue to increase notwithstanding the many obstacles that are placed in the way of the American manufacturer. Many things are done to injure the reputation of American wheels and I understand that some repairers, who are interested in other makes, will not repair American machines, while it is well known that some of the bicycle papers refuse to take advertisements concerning American wheels. However, the merits of the American wheel will have its effect and is certain to force its way to the front. There is talk in Germany and France of increasing duties on American bicycles and the manufacturers there are clamorous for the passage of such a law. This goes to show that American manufacturers are making good progress, although of course an increased duty would mean an increase in the price of the wheel."

"There is no truth in the report of a formation of a big bicycle trust," Mr. Spalding said in reply to a query, "as such a thing as a trust in bicycles is impossible. In fact, there has never been a semblance of a bicycle trust at any time."

Huret's Ride.

During the course of the conversation the chainless bicycle came in for a share of talk, and Mr. Spalding said: "Huret's ride of 565 miles in twenty-four hours on a chainless

We Are Not Faddists
We Make Bicycles

and are now



Ready to Talk '98 Business

with jobbers. Our new models are on exhibition
at our sample room,

800 Isabella Building, 46 E. Van Buren St., Chicago.

Correspondence invited.

March-Davis Cycle Mfg. Co.

Factory, 44th and North Aves., Chicago.

47 Warren St., New York.

Mention Bearings



Brown Saddles

COMBINE TWO
ADVANTAGES NEVER BEFORE
FOUND TOGETHER--

SAFETY  SPEED

A full line of plain and padded tops,
flat and coil spring saddles for '97.

 SEND FOR CATALOGUE.

BROWN SADDLE CO., Elyria, Ohio.

Mention Bearings



**R. B. McMullen
Co.,**

United States Agents
CHICAGO.
NEW YORK.

wheel caused considerable talk among the tradesmen in Europe, and although very few makers are marketing chainless wheels, it is more than likely there will be an increase in that line of trade abroad. For my part I think the chainless wheel is the wheel of the future, and will certainly market one next year, although, of course, it will necessarily be a little higher priced than the ordinary wheel. Our samples have been ridden between 12,000 and 15,000 miles with very satisfactory results, and next year will see a chainless Spalding on the market similar to the sample which we had at the New York cycle show.

"There is great interest in horseless carriages, especially in Paris and London, and I have no doubt that this machine has come to stay. The colonel and myself took a ride through London in a horseless carriage while on a visit there and it was a revelation to me to see the certain manner in which the machine was controlled while passing through streets where there was a great deal of traffic. The horseless carriages abroad use oil for power, and are so compact as to be easily managed."

The arrival of the two big makers has set at rest those reports of trusts that have filled the newspapers for the past three weeks. A. R.

A GOOD FALL TRADE.

Toledo Factories Are Still Working on '97 Machines—No '98 Models Yet Ready for Exhibition—Individual Mention.

Toledo, Ohio, Sept. 6.—In a personal letter from Nashville, Tenn., Charles E. Hattersley, the old Toledoan, who is in charge of H. A. Lozier's exhibit in the Transportation building at the Nashville centennial exposition, says it will be noticed that the Lozier company has large wheels and that the Cleveland still brings \$100. Mr. Hattersley is looking after the exhibit of the mammoth Cleveland wheel, which has at various times been exhibited at London, Hamburg, Vienna, Paris, Boston, Brooklyn, New York, Cleveland, St. Louis, Philadelphia, and now at Nashville. Thus far it has traveled 11,500 miles. Dimensions of the wheel are given out as follows: Height, 15 feet; length, 26 feet; diameter of wheels, 10 feet; diameter of tires, 8 inches; saddle, 38 inches long, 32 inches wide; gear, 308; weight, 1,600 pounds; handle bar, 72 inches. It cost to build this wheel just \$1,200. Mr. Hattersley is giving out tons of circulars at the centennial, tending to show, as the Loziers assert, that the Cleveland is the greatest wheel in the world. One revolution of the pedals on this mammoth wheel will propel it 80 feet,

inches. A person would have to be a giant 29 feet high, with a leg measurement of 14½ feet to ride this wheel. It can not be carried in express or baggage cars, a flat car being employed to transport it. It is four times the size of the Model No. 27 Cleveland.

Ask to Change the Name.

Since H. J. Young is no longer connected with the plant of the Kirk-Young Mfg. Co., the present directors have made formal application in the common pleas court to have the name changed to the Kirk Mfg. Co. This action brings back the recent retirement of Mr. Young, since he has disposed of all his property and holdings in the Yale plant. E. E. Kirk is now president and general manager of the industry, and there are other of the Kirks who have something to do with its welfare, so that the change of name is only naturally to be expected. The application will probably be heard and granted in the next few days.

Features of the '98 Falcon.

Although J. L. Yost is keeping his '98 plans well in the background, he has announced that there will be one feature in Falcon construction for next year, a device recently patented, which will be a winner and will sell wheels. Mr. Yost announced positively last week to Bearings that the '98 Falcon would list from \$50 to \$65. Mr. Yost has completed plans for his '98 model and has announced straight tangent spoke hubs as one feature in its construction. This hub does away with the bending of the spoke and it is argued that the strain being on a direct tangent gives greater strength and elasticity to the wheel. When broken it is easily threaded back into place, and this of course does away with lacing the spokes. Several other radical features are to be noticed in Falcon construction next year. Superintendent John Ridley showed the Bearings representative a sample of the '98 hubs, which will be an inch and an inch and a quarter in diameter. The hubs are neat and attractive, both on the front and rear wheels, and will be a good talking point for the Yost travelers next season. Mr. Yost left on Thursday evening for Philadelphia to close up some important '97 business and to make some plans for the '98 trade. He will return early this week.

Resumption of the Maumee Plant.

After being shut down continuously since June 1, the plant and machinery of the Maumee Cycle Co. were started Thursday morning, as Manager Jaquet says, on the manufacture of a quantity of Tally Ho tandems for eastern shipment. Workmen were busy during the early part of the week

getting the machinery in shape for the resumption. Manager Jaquet reports that 200 tandems are wanted immediately and that three or four weeks will be consumed in their manufacture. After that he says shipments will be wanted at intervals, while the manufacture of the Volant wheels will perhaps keep the plant in continued operation for some weeks afterward. Just what policy the Maumee company will pursue for 1898 can not be determined until the forthcoming annual meeting in November. It is probable, however, that a more aggressive campaign than last year will be inaugurated and plans be started for a much larger output.

Will Furnish Electrically Welded Frames.

Among the visitors of the week was W. H. Pirrong, of Cleveland, representing the Standard Tool Co., which has the sole rights in America for electrically welding everything that belongs to a bicycle. Mr. Pirrong came to the city Wednesday and in the course of a talk at the Maumee Cycle Co.'s plant said his company would make electrically welded tubing this year and would eventually make an electrically welded frame, furnishing it to manufacturers. As it is now, the Standard people furnish only the upper rail and seat post lug. As soon as the machines are perfected and the jigs made, they will furnish the frame complete.

About the first or middle of October, A. K. Hoff will take the road again in the interests of the Maumee Cycle Co., carrying a line of the Volant single wheels and the Tally-Ho tandems. His territory will not be confined to any one locality but will be general. Just what other salesmen will be added to the traveling staff is not yet announced.

The Colton Plant Busy.

Two curious looking documents were received one day last week at the plant of the Colton Cycle Co. One of these was a query from Gibraltar, Spain, for three wheels, and the other was from Toledo, Spain, asking for the shipment of three wheels. A visit to the plant last week found between sixty-five and seventy-five men at work, with orders in sufficient quantities to keep the plant running for several weeks, and perhaps until the heat of the '98 season. The plant is being kept in operation to get out the order for 500 wheels, mentioned some time ago in these columns, and which are being sent out as fast as the wheels can be assembled. Although the '98 Colton features can not be given in detail just now, it is nevertheless announced that a marked feature will be the arched front fork

and rear fork stay, making an altogether neat and attractive wheel. Final drawings have been made for the '98 model, but as long as the demand for '97 wheels keeps up, nothing will be said of '98 features.

Snell '98 Models for the Road.

Superintendent Geo. W. Bennett, of the Snell Cycle Fittings Co., returned Friday from a six weeks' trip through England, combining business with pleasure. Mr. Bennett will enter actively into the work of getting out the Snell '98 models, which have been finished and are ready to be packed into the trunks of the traveling salesmen. The Snell company will shortly announce its '98 features in detail.

Manager H. H. Milburn, of the Viking salesroom, on Superior street, started early in the week for a trip to Cincinnati, Indianapolis, Louisville, and St. Louis, his mission being to build up the Viking fences for 1898 and incidentally to feel the pulse of the jobbers in those cities for the delivery of Viking models next season. Mr. Milburn did not return until Saturday morning and it is evident that he accomplished much for the Union Mfg. Co. during his absence. N. W. Church left on Friday evening for Chicago and other points, and hereafter will cover general territory for the Viking people.

Out for Big Business.

Within the next ten days Geo. E. Curtis, of the Snell Cycle Fittings Co., will leave for a tour of perhaps three or four months, carrying with him the Snell models for 1898 and visiting in turn Buffalo, Rochester, Syracuse, Utica, Albany, New York City, Philadelphia, Baltimore, Washington, and many other points. As Mr. Curtis is conceded to be one of the best posted travelers in the trade, it may be expected and confidently predicted that large results will accrue from his work on the road. In speaking recently of the Snell company's plans for the forthcoming season he said they would cater more to jobbers than in previous seasons and would be out for big business. Mr. Curtis was busy arranging his territory last week and otherwise mapping out his plans for the '98 campaign.

On an Important Mission.

W. Smalley Daniels, of Grand Rapids, was in the city last week looking after the interests of the Hamilton-Kenwood Cycle Co., of that city. Mr. Daniels had an important mission in Toledo but would not say just what it was. It may not be generally known in this connection that Mr. Daniels is an uncle of one of the youngest riders in America, and who by the way has a Hamilton juvenile for his mount. The young

man is Master Milburn R. Palin, a nephew also of H. H. Milburn, manager of the Viking retail store in Toledo, and he is but three years old. His wheel weighs just ten pounds, has a 10-inch frame, and is fitted with 10-inch Goodrich tires. The gear is 23-inch. Mr. Daniels had the wheel built for the young man, who attracts much attention on the streets. He coasts, mounts, and dismounts easily, rides with one foot on the pedal and with one hand on the handlebar and can do a variety of things on the wheel for one so young. His first mount was a carpet sweeper. That was when he was a year old. Since then he seemed to enjoy riding so much that he wouldn't be content until he possessed a wheel. It is a hard matter to tell which is the prouder of him—his father, Dr. J. H. Palin, Mr. Milburn, or Mr. Daniels.

Fall Trade Is Good.

August seems to have been a profitable month for the local dealers, as the majority of them report greater sales than during the month of July. The Adams street cycle store, J. H. Saelzler, has been averaging the sale of eight wheels per day, while the Cleveland store reports business to be almost as good as in the early spring. Harry Yost is finding a ready market for the Falcon at the Yost Adams street sale-rooms, and there is not a dealer in the city who is not enjoying a brisk trade. Manager Milburn, of the Viking salesroom, reports the heaviest month in rentals for the year, and at the same time reports a brisk sale of wheels, notwithstanding the lateness of the season. Evidently many riders are making purchases merely for the sake of enjoying the fall riding season, which seems to have just begun. The wheel trade for '97 in Toledo isn't dead yet by any means.

VANCE PRATHER.

ENGLISH TRADE NOTES.

Many of the Factories Closed Down for Stock Taking Purposes—A New Disc-Adjusting Hub.

London, Aug. 28.—Most of the factories are now closed for stock taking, and there has as yet been little indication as to what the lines for next season's trade will be. The closing of the books, and the prospects of balance sheets, which will show better than all the talk how matters really stand, have caused little business to be done in the share market, and people generally are waiting to see which way the cat jumps. If one or two of the larger companies could only manage to pay a big dividend and carry forward a fair amount, the shares in most cycle

firms would go up again. At present they are unreasonably depressed, and there are plenty of things which would be good as investments, though it is unlikely that we shall see cycle shares again popular for gambling purposes for some years to come. A great many people were badly bitten last year.

And really when we come to think of it, there is little wonder that the public fights shy of cycle shares. Look at that unfortunate concern, the Cycle Manufacturers' Tube Co., Ltd., floated with a great flourish of trumpets, and carefully nurtured by Mr. Hooley until the public money was in it, it is now deserted by that noble gentleman, and is doing next door to nothing. A little while since one or two cycle papers drew public attention to the state of the company, and suggested that something should be done by the directors to enforce the contracts entered into with the vendor. For some reason all this has been stopped, and we now hear no more of the matter. Surely those journals which took up the case of the unfortunate share holders should have gone through with the business, but it looks as though some pressure has been brought to bear by certain interested parties. The extraordinary thing about the company is that a certain well-known London stock broker who should know a thing or two about cycle matters, strongly advised the purchase of shares in the company, and now they will not realize \$2.

Factories Are Idle.

The factories are very nearly idle, and it is an open secret that one firm is so overstocked that it is actually taking down and re-enameling machines at the rate of about 300 per week, in order to endeavor to make them more marketable and to employ the best of their men. This looks bad, but after all things will improve next year. The demand this season has been to a very large extent that of novices, for last year people received their cycles so late that it was hardly likely they would order new ones this spring. Next year there will be a rush of orders early, and then the trade will be once more in a fairly flourishing condition, although it is very unlikely that there will be any revival of the boom of 1896.

Mr. Sydney Lee has been giving his views upon the condition of the cycle trade, and they have not found favor with certain journalists who wish to look upon the rosy side of things. Yet few men know more of the inner workings of the cycle industry than the editor of The Cycle Trade Journal, and when he makes a direct statement, it is based upon a knowledge of facts, which

may not be in possession of many who do not agree with his utterances. The remarks to which exception has been taken were made at the general meeting of Sydney Lee & Co., Ltd., and pointed to the fact that many of the larger firms were by no means in the flourishing condition generally supposed.

A New Disc-Adjusting Hub.

I am pleased to say that at last the trade is to have a chance of obtaining a first class disc-adjusting hub, properly made, and at little or no more cost than a cup and cone one. George Gibson, who is the inventor of hubs of this class, has at length arranged with a syndicate to work his patent, and already a fine plant of machinery is put down for the manufacture of these hubs in quantities. The Gibson hub, although practically the first one designed, has never had a chance of becoming popular. Yet its inventor showed that he thoroughly grasped all the necessary points in a perfect hub of this class, which half the makers of disc hubs do not appreciate even now. He saw that in order to make a hub of the disc type run well, the discs must be locked so that they could not turn, and must also be prevented from rocking, while the necessary force to accomplish this latter must be applied concentrically, so that there should be no tendency to force the discs out of alignment. His pattern of hub does all this most perfectly, and is yet very simple in construction. The body of the hub is tapped at each end in the usual manner, and the discs are screwed into it. The discs themselves are each provided with a flat on one side, and over each is fitted a D-shaped washer. These washers are rather thicker than usual, and the faces next to the hub are cut into a series of small teeth, while a similar set are cut upon the ends of the hub. The edges of the washers are milled in the ordinary way, and they can be easily turned by the hand, when slid slightly outward along the discs so that the teeth are disengaged. As the washers are turned, they take with them the discs by reason of the D flats. When the discs have been screwed in or out to the necessary extent, the washers are pushed close to the ends of the hubs, so that the teeth are engaged, and then a locking ring is screwed upon each disc outside the washers. These locking rings put the necessary concentric strain upon the threads of the discs, and so prevent all tendency to rock. The rings can be screwed up tightly without turning the discs, by reason of the washers being engaged with the small teeth on the ends of the hub, so that only one spanner is required, and the adjustment

is positive, there being no tendency for the discs to turn with the locking rings. As the tendency to unscrew is obviated entirely by the teeth on the washer, the locking ring has positively no force acting upon it in such a manner that it can come loose. The hubs are supplied by the Quick Detachment Hub Co., Ltd., 44 Farrington street, London, E. C., and Bond street, Leeds.

C. W. BROWN.

MILWAUKEE MAKERS BUSY.

Cream City Manufacturers Working on '98 Models—Local Dealers Satisfied With '97 Business.

Milwaukee, Wis., Sept. 6.—Local manufacturers have cleaned up the '97 season with good results and none of the makers here have a complaint to make on the season's business. All say that the business done during the season was good, with bright prospects for '98. Several of the shops have closed down for a week or two, but the majority are in operation, some with only half the required number of hands at work. Most of the manufacturers, the large ones, are now making preparations for next year's models, and one of them, the League Cycle company has had a '98 wheel on the streets for the past two weeks. Julius Andrae & Sons Co. has completed a '98 model, but several improvements will be made upon it before placed before the public. A canvass by a Bearings representative through the bicycle manufacturing districts resulted in the following interviews:

The League Cycle Mfg. Co.

"Everything passed along nicely this season," said Mr. Fichtenburg, president of the League Cycle Mfg. Co. "Until last week we were working the regular force to finish up several orders lately received. They still come in, but slowly. At present, while we devote our time to the placing of considerable new machinery, there is only little work left for us to complete our next year's model." At the same time Mr. Fichtenburg showed Bearings' representative the only '98 machine made thus far this season. Several changes are noted, especially in the fork-crown, crank hanger bearings, and on the rear braces. Mr. Fichtenburg stated that by October 5 he expected everything in readiness to begin active work on the new machines, and that by January 1 in the neighborhood of 1,000 would be ready. He said that the main feature on the wheel would be the oil and dust-proof hub which is eagerly sought by the local riders. In conclusion he said: "I am obliged to experiment

with the chainless wheel, not because I have considerable faith in them, but because I am forced to do so in this manner—other companies are talking of bringing out a chainless wheel. This naturally brings the topic before the public and if I attempt anything of the kind it is because I have to keep up with the public fad. It is probable, however, that my ideas, that is some of them, will prove good, and in that case, the manufacture of the chainless model will be somewhat extended."

"By the way," said Secretary Schulte, when Bearings' man was about to leave, "you might mention that the frames of our new wheels will be built in such a manner as to allow thirty-tooth sprockets."

Andrae & Sons Co.

While a large number of bicycle manufacturers have not yet completed arrangements for their '98 single wheels, the Andrae & Sons Co. has shipped a '98 tandem. The machine, a diamond frame, was completed at the factory a few weeks ago, and has been forwarded to the New York agents, the Wilson Bros. Co., which secured an order for it from the champions of the Columbia college team, Powell and Dawson. The machine is built on the same lines as the Andrae triplets. At the present time the Andrae factory, located on the south side, is closed, the necessary repairs being made to the machinery and inventory is being taken before the '98 work begins. The work on next year's models has been under way for some time, and within a few weeks a full line of samples will be shown. Regarding the prospects for the '98 season, Henry P. Andrae had the following to say: "As far as we can see at the present time, the outlook is favorable, and every indication shows that business conditions among bicycle makers will be much better than they have been in the past two seasons. I also believe that trade will be much better on high-grade machines in the future, because the public is becoming educated up to a higher standard, and the means of doing this has been the cheap wheels sold in auction stores and other places at ridiculously low prices. The present season can be considered a good one compared with that of '96. We have been successful in disposing of all the Andrae cycles made up to the present time, and the trade has held up fairly good until now, with indications of a reasonable amount of business during the rest of the fall."

Among the racing men on the Wisconsin circuit mounted on Andraes are Charles and John Muss, Art Weilup, Walter Schroeder, and one or two others. Last week, Charles Muss, who defeated Peabody at the

Racine races, received notice by Mr. Dixon that he had been transferred to the professional class, as requested. It is said that Nat McDougall will ride an Andrae after this week. It is probable that H. H. Mason will also sign with the Andrae people. Mason will go against the 100 mile road record some time this month.

Lake Cycle Mfg. Co.

The Lake Cycle Mfg. Co. has closed down for a few weeks and in the meantime is getting in readiness for its '98 wheels. William Bremer, superintendent of the factory, and the heads of the firm are working hard and fast for next season's machine. There will be several improvements. Mr. Tannhauser, president of the company, said that everything would be in working order within the next few weeks and then active work on the new machines would be started. "The past season," he said, "has been a prosperous one for us, notwithstanding that it was our first season in the bicycle field. Our output was large, considering the fact that next season the output will be multiplied. We have placed considerable new machinery in the plant which will enable us to do considerable more work." The company's nickel-plating is being done by Sanger & Rosenbaum, who have established quarters in the building with the factory. "Nel" Sanger is a brother to Walter, the racing man.

Drake Mfg. Co.

The Drake Mfg. Co., maker of wood-rims, handle-bars, and chain and mud-guards, have established a record in this city. At the beginning of the '97 season the company was organized and bought a plant on St. Paul avenue and Fifteenth street, and commenced the manufacture of the above named sundries. When seen Saturday, Mr. Fitch, one of the officers of the company, said: "We have turned out about 130,000 pairs of rims this season, which is a large quantity considering our venture is a new one here. Besides that we made about 75,000 handle-bars and in the neighborhood of 90,000 sets of mud and chain guards for ladies' wheels. The season was a good one, with bright prospects for next year, which made us enlarge our plant to meet the expected large demand. The factory is now closed and will remain so until alterations in enlarging the plant are completed."

At San Luis Potosi.

At San Luis Potosi there is every indication that the city is dawning on a new era of prosperity, from an agricultural standpoint at least, and the good effects should be felt in all lines, including the bicycle trade as well. For the past seven years,

Now is the Time To begin talking about 1898 Columbias

when every bicycle manufacturer is watching us---you know it as well as we do. All trying to guess what 1898 Columbias will be like---and we shall *keep them guessing.*

Nobody Knows

about 1898 *Columbias* but ourselves, and nobody will know until the proper time comes. Then every good Columbia dealer (and we mean to have no others) will be made happy and envied by all. We are taking good care of

Our 1898 Secrets.

They are for your benefit and will place you in a commanding position. If you aim at success, look back at last year's failures, look ahead at those of the coming year and deal with a house whose reputation is second to none.

Watch this column for the next few weeks; we will make some important announcements.

Pope Manufacturing Co., Hartford, Conn.

IF COLUMBIAS ARE NOT PROPERLY REPRESENTED IN YOUR VICINITY, LET US KNOW.



until the middle of the present season, there was little, in fact, no rain, the lack of water being particularly hard on the poorer class of Mexicans, to accommodate which the authorities bored wells to supply them with free water. With the exception of a portion of the country that could be irrigated, a very fertile valley otherwise, without rain, the country has been without crops during the entire time of the drought.

While the country roads can be used to pretty good advantage for cycling, the city streets are of a very rough order, principally cobble stones, and not very pleasant for pleasure riding. Nevertheless, there have been a good many wheels sold. Single tube tires are popular, and a good many of the new single tube Morgan & Wrights have been received.

While there are practically only two well established dealers there is an unusually large variety of wheels in use. W. W. Scott & Co., an American firm, have done a very fair business, and have a very good list of wheels to select from—Columbias, Hartfords, Crescents, Crawfords, and others.

Two or three of the local hardware dealers are beginning to dabble more or less in the cycle trade, but so far are not putting forth an effort that will place them on an equal basis in the matter of competition with the already established trade. Little or no distributing is done from San Luis Potosi. H. D. SPORE.

COMPLAINT OF THE QUAKERS.

Philadelphia, Pa., Sept. 6.—After several months of inactivity the bicycle business in this city is showing some signs of picking up and dealers along Cycle Row and elsewhere are preparing for the fall trade. Just what the next two months will bring forth, however, would be hard to determine, but unless there is a material increase in business there is little doubt that many concerns will wind up what has proved a disastrous year. Starting off with big sales in the spring, the same being far in excess of those in the corresponding period of last year, the prospects were of the most rosy character and everybody was of the opinion that this would be the banner year. However, since June 1, it has been a case of laying off employes and reducing expenses all around. Not a few failures have resulted recently, too, and unless there is a decided change for the better others may follow.

As matters now stand this year's profits will be far below those of last year and not a few firms will be fortunate if they come out whole. The drop in prices at the very height of the season and the increase of the cheap grade wheel traffic have been re-

sponsible for the change, and a majority of the dealers have found it a hard matter, and a costly one, too, to keep up expensive establishments and compete with the rising demand for cheap goods. The market has been overstocked too, and this many claim is one reason why disaster has resulted. Many dealers have acknowledged that this is the worst season they ever had and expressed the opinion that with business in the same condition next year the 300 to 400 dealers would be unable to exist, and many would have to close their doors. This year the department stores, auctioneers, and firms selling cheap lines are the ones who have made most of the money. Some few of the larger dealers and the branch stores of manufacturers, however, have done fairly well, considering the circumstances.

G. M. D.

A CLEVELAND FAILURE.

Cleveland, Ohio, Sept. 6.—Quite a flurry of excitement was occasioned late last week by the failure of Likly & McNair, one of the leading and, to all appearances, one of the most successful cycle firms in the city. Besides being state agents for the Warner, with which make of wheel they seemingly did a big business, locally at least, they handled the Hoffman and Clipper. This was their third year in the business, Likly being, previous to that, manager of the Hoffman retail store. The junior member of the firm had no experience in the bicycle line before the firm started in business. Too liberal transactions in trading, in their anxiety to do well with their leader, seems to be the prime cause of the trouble. The senior member of the firm has been engaged in other business lately, giving his time to that, and this, too, had its bad tendency. Likly's father and McNair's father-in-law backed the venture, and, it is said, will lose about \$4,000 each on the investment. The latter, it seems, knew of the financial difficulties into which the firm was drifting, but hung on, hoping to weather the gale and pull out all right. Likly, to the contrary, had paid no attention to the business, leaving it all to his representative. Accidentally he learned of the trouble, which McNair was led to think he knew all about, and he lost no time in closing them up. The business has passed into the hands of the Darling Cycle Co., and it has removed from its former location at 416 Superior street to the new location, 270 Euclid avenue. Next year it will go into the manufacture of its wheel, the Darling, upon a larger scale and make it a leader. The company also handles the Remington, Reading Standard, and some cheaper grades.

SADDLE



FORGINGS

**ALL
KINDS**

**ALL
SIZES**

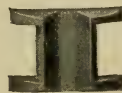


J. H. WILLIAMS & CO.

9 to 31 Richards Street,
Brooklyn, N. Y.



Mention Bearings



FINEST FORGINGS.

Look out for '98

RELAY BICYCLES

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"YOU SEE THE BALLS."

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RELAY MFG. CO., Reading, Pa.

INDIANA CHAIN CO.

INDIANAPOLIS, IND., U. S. A.

Makers of Celebrated Indiana Chains. Write for prices.

FOB mailed for 26c. No.7

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MOTOR CARRIAGES IN CHICAGO

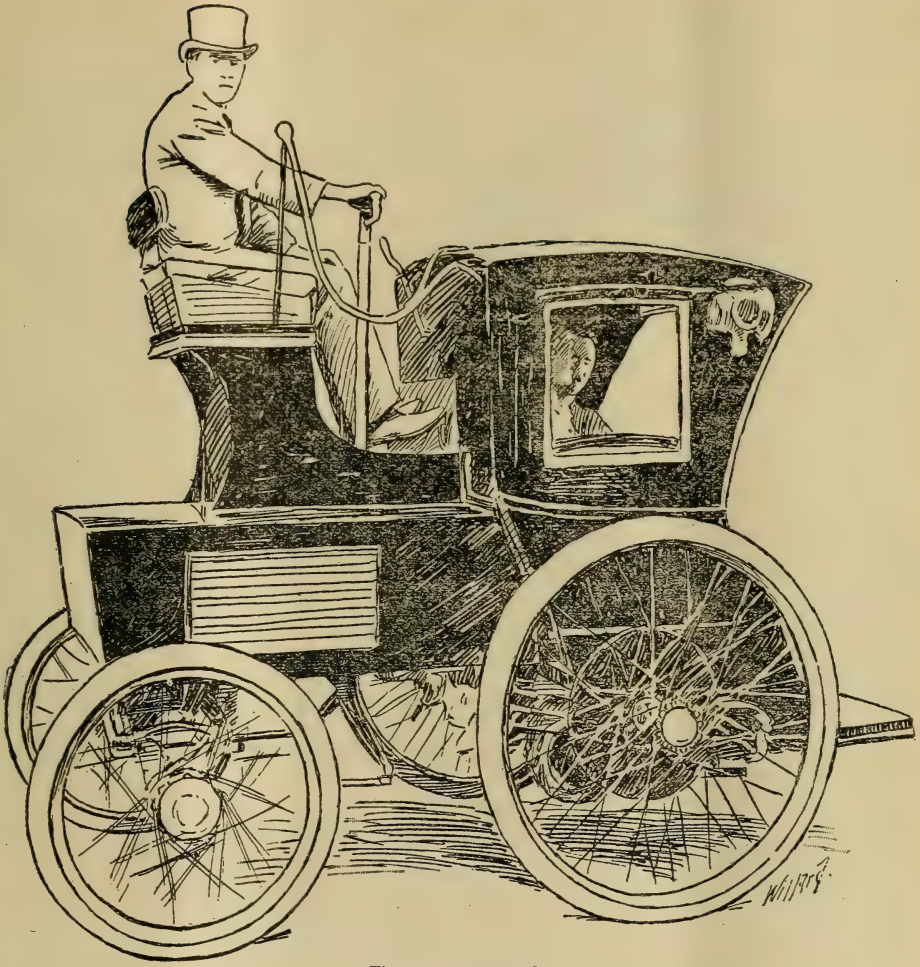
Charles A. Stevens & Bros. Using a Horseless Delivery Wagon—Prospects
Good for Motor Cabs in the Windy City—The Roser-
Mazurier Motor—The Crastin Quadricycle



Motor carriages are coming into use in Chicago and during the last two weeks Charles A Stevens & Bros. introduced their new horseless delivery wagon, which has proved so thoroughly practical that many others are thinking of following in the footsteps of Stevens & Bros. It is even proposed to establish a station in this city for a motor cab service, similar to the one in use in New York City.

The new motor cabs are decidedly handsomer than the old ones; no trouble or expense has been spared in their finish. The trappings, the enameling, and trimmings are par excellence. The doors are opened and closed by the use of an attachment fastened to the driver's seat, and each rig is provided with a cyclometer. The wheels are all tangent spoked, like bicycle wheels, and are finished

with 3-inch pneumatic tires, inflated to a pressure of 100 pounds per square inch, about fifteen times the pressure of a bicycle tire. The rear wheels are smaller than those in front, and in the majority of vehicles the steering is done by the rear wheels. By a very ingenious mechanism the steering apparatus is kept under perfect control of the driver. It is managed by the simple forward and backward movement of a spade handled lever. Although the opinion of most carriage manufacturers has been adverse to the steering of vehicles by the rear wheels, the practical experience of motorcycles demonstrates that the rear wheels are actually better adapted for steering. Motor carriages are turned with the greatest ease in any direction, and may be completely turned around within a radius of fifteen feet.



The new motor cab.

Steering by the rear wheels is now considered an advantage only in such vehicles as are not drawn by horses.

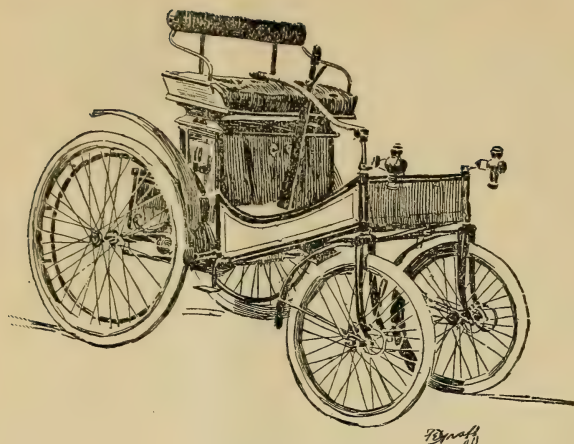
The brake mechanism is both simple and effective. It consists of two rubber rollers which are pressed against the wheel tires, and as they revolve this saves the tires from the scraping wear of the ordinary brake. They are operated by a pedal. The controlling apparatus is a cylinder, somewhat similar to that used on electric street cars, but smaller, and lying horizontally under the driver's seat. This controller is manipulated by a lever projecting at the side. The driver, with one hand, holds the steering lever, with the other the motive lever, and keeps one foot on the brake pedal. An electric bell push is placed beside the driver's seat. Electric carriage lamps are fastened on each side. The interior of the cab is also lighted by electricity. The con-

troller is so arranged that the driver can attain three rates of speed.

Hertel's Invention.

Max E. Hertel, a Chicagoan, has invented what he claims to be a perfect horseless carriage. The new vehicle, as may be seen by the accompanying cut, bears a strong resemblance to a bicycle. It is propelled by a gas engine of two horse power, which is fed by a tank of gasoline and the explosion is caused by sparks from electric batteries. The engines and batteries occupy a space of 18 by 20 by 10 inches and enough motive power is furnished by this small plant, the inventor claims, to propel the vehicle as fast as twenty-five miles an hour on a smooth road. The gasoline tank and the receptacle for the water used for cooling purposes are as wide as the body of the vehicle and 8 inches high by 10 in width.

Ten of the vehicles have already been



Hertel's invention.

constructed which will carry two passengers each. Hertel says he can easily increase the size of the engines and the carriage, and make one large enough to carry a greater number of persons. The cost of running the ones now constructed is given as one cent for each five miles traveled. Pneumatic tires on the wheels give additional comfort to the passengers, and as but two levers are necessary to operate the vehicle, the passengers will not tire themselves as though they had to control a fast horse or propel a wheel.

The Roser-Mazurier Motor.

This motor, for mechanical vehicles, is built at Saint Denis, France, and is attracting much attention in France, where horseless vehicles are making rapid progress. It is strong and light and of small size and is distinguished from all others by its light consumption, which is less than three-quarters of a pound per horse power per hour. This thirty per cent economy over other motors and an apparatus that utilizes the heat of the motor and exhaust in a special cylinder makes it something entirely new.

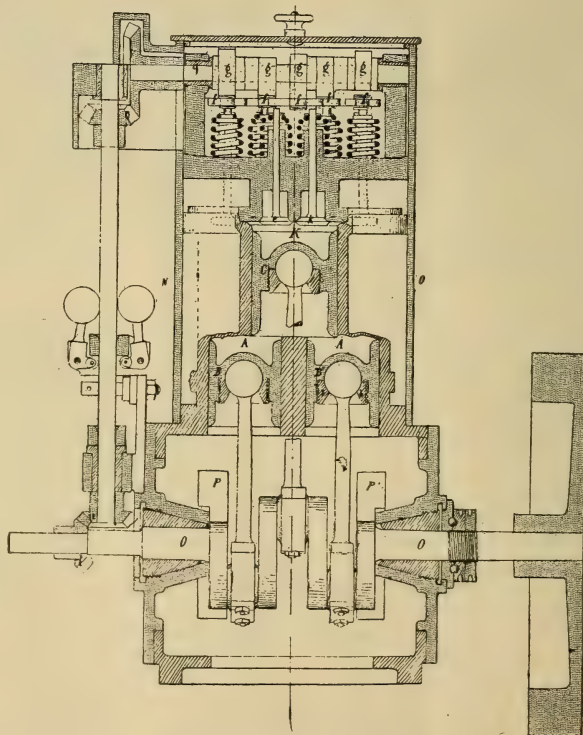
The combined motor is composed of three cylinders; two of the same diameter form the gas or gasoline motor proper, which is of the four period type—suction, compression, power, and exhaust; the third cyl-

inder is coupled to the two others and acts as a hot air motor for utilizing the hot air, the heat of the exhaust and that of the engine. Gasoline is used in preference to kerosene as it avoids a preliminary distillation of the heavy oil and the use of an atomizer. Gasoline can be obtained anywhere, and by a special carburation there is no fear of a premature explosion.

Can Use Gas or Gasoline.

A change can be made in a moment for the use of either gas or gasoline. It runs regularly by reason of the double strokes at each revolution and the speed of rotation. The carburation is perfect and automatic, the generating

liquid being renewed proportionally as expended, the efficiency of the explosive mixture being constant. The engine runs silently, the noise of the exhaust being greatly reduced by the use of the product for power. It is ignited by means of incandescent platinum tubes, one for each cylinder. Speed can be increased or diminished by an attachment to the governor which is a great advantage to automobiles, as they can run at different speeds



The Roser-Mazurier motor.

and there is no complicated gearing for change of speed. The whole mechanism is completely covered with a metal box protecting the parts from mud and dust. Precipitation is prevented by the mechanical operation of the valves which pulverizes all the impurities that are found between them.

The Hot Air Motor.

The hot air motor imparts its heat to the burned gas that comes from the gas motor and compresses it near the end of the exhaust with a portion of the still hot gas from the interior. This combination is for the purpose of obtaining greater power by the use of the gas from the motor proper. The motor is represented in the accompanying illustration. A and A' are two cylinders in which aspiration, compression, explosion, and exhaust of the gaseous mixture takes place successively. The latter still has a high degree of heat, which is used with a certain amount of gas, already hot and previously compressed in the hot gas cylinder C. This compression increases the heat of the burned gas, making it more powerful; also, by compressing the gas in the expanding cylinder, the burned gas produced is at a pressure equal to the compression and there is no sudden expansion when it arrives and no loss of power. B and B' are pistons whose rods have universal joints, thus avoiding loss of power and much less wear and the rack and clack of gas engines. The joints are held in their seats by semi-spherical nuts.

The Cylinders.

The cylinders A and A' are furnished with valves c and c' for drawing in the gaseous mixture and valves d and d' for exhausting the burned gas from the first partial motor to the second motor C. Cylinder C has a valve k for the entrance of the burned gas and a valve e for exhausting the gas in the air. All of the valves are actuated mechanically by means of levers f and cams g on rollers h, to cause a smoother motion. Valve e is for the retention of the gas compressed by the third piston k and valves d and d' allow the burned gas to pass from cylinders A and A' into cylinder C so that the compressed gas in C can not escape when the hot gas arrives from the exploding cylinders. Shaft O, with three cranks, is set at ninety degrees, and receives the rods D outside the axis of the cylinders, which forces the pistons to become stationary before the end of the stroke. At this moment the burned gas from the gasoline motor reheats the mass of air compressed in the hot air motor, and the piston k is driven by the power produced; the gas expands and acts upon the

largest lever arm of the shaft. This arrangement is such that the shaft receives the power produced by the hot air motor.

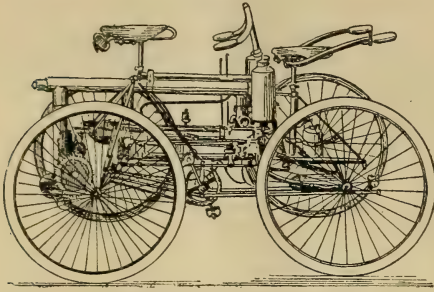
The Shaft.

The shaft is furnished with two balancing counter-weights. The gas in cylinder C has a higher compression at the dead point than when it receives the heat of the burned gas; this is for the purpose of producing higher power, not at the dead point, but beyond—that is, having higher efficiency. The two exploding cylinders A and A' are surrounded with a water jacket and the hot air cylinder with air which acts as an insulator. The pipe that conducts the burned gas used to heat the previously compressed air is placed inside the motor and is very short and loses no heat on the way. Cams g act at the proper moment, the motion being given to them by shaft O by means of four pinions l, n, o, and p; pinion p being double the size of O, the cams g have half the rotation of the shaft O. The mixture of hot air and gasoline is made in a carburetor; the explosive mixture obtained is drawn in by the cylinder A during the first stroke, then compressed during the second, at the third ignition and explosion, and at the fourth the burned gas is mixed with a portion of that previously compressed in the third cylinder. Piston A' makes the same cycle, but with an opposite effect—that is, when one aspires the other has a power stroke. Piston k acts during the first stroke impelled by the power of the air, compressed and heated by the burned gas; during the second, a portion of the latter gas is exhausted. The exhaust valve is closed at this moment and during the latter part of the stroke the piston compresses the remaining gas to receive the heat of the burned gas from the exploding cylinders. The vibration is considerably reduced by the balancing of the alternating strokes of the two small pistons.

The Crastin Quadricycle.

This is a four-wheeled vehicle with two saddles for riding tandem. It is built for light work and as nearly all the parts are made of aluminum alloy it is light and strong and weighs but 50.6 pounds. The motor differs from the Otto cycle in that it is two period; it is claimed to materially lessen the consumption of gasoline and at the same time to increase the expansion of the gas after explosion, the quantity being automatically regulated as needed for the work. The gaseous mixture which fills the cylinder, after aspiration, is not all submitted to compression and explosion. On the return stroke, the admission valve, which is usually closed, remains open for a

longer time, according to the position of the governor, and a portion of the explosive mixture is driven into a receptacle for storing it and it is drawn in at the next period.



The Crastin quadricycle.

That remaining in the cylinder, when the admission valve is closed, is then compressed to assist in the production of motive power. The result is that the expansion of

the gas is increased throughout the volume returned.

Not only is the expansive power of the gas increased—which is increased or diminished according to the action of the governor—there is no loss of power if there is a failure of ignition. The carburetor for mixing the gasoline and air is of the usual type and needs no description. A pump circulates the water, although the cooling of the cylinder is assisted by corrugations that are in contact with the air when running. Ignition is accomplished by an incandescent tube, and the noise of the exhaust is neutralized by a special mechanism. The cylinder is a steel tube four inches long and two inches in diameter. The piston is also a tube, but closed at both ends. The speed is regulated by varying the admission of the explosive mixture. The motor has 500 revolutions per minute and runs ten miles per hour on ordinary roads.

A. C. KNAPP.

OF INTEREST TO THE TRADE

National Board of Trade of Cycle Manufacturers, 271 Broadway, New York.

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National Bicycle Wood Rim Manufacturers' Association.

	President, E. S. MEAD.
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Conselyea's Coast Device.

Fig. 1.—588,955.—Propelling mechanism; I. W. Conselyea, Newark, N. J., application filed January 16, 1897; serial No. 319,406.

This mechanism consists of a "sprocket and chain, a ratchet disc secured to or formed integral with the sprocket, a shaft secured to the disc and revolving in a fixed sleeve or hanger supported by the bicycle frame, a treadle-lever pivoted to the crank-hanger, a spiral spring coiled around said hanger, one end of said spring being secured to the treadle lever, and a pawl mechanism carried by the treadle lever and adapted to operate the ratcheted disc in one direction." By means of this construction the machine may be readily propelled forward, while coasting is permitted without motion of the feet.

Hindmarsh's Pneumatic Saddle-Post.

Fig. 2.—588,993.—Pneumatic seat support; P. J. Hindmarsh, Topeka, Kan.; application filed October 1, 1896; serial No. 607,557.

In this support the saddle-post is hollow and is secured to a rubber bag C at one end, its other end having a valve. When inserted in the central tube, the bag C may be inflated by a suitable pump and the bag made to expand against the inner surface of the central tube, thus securing the post at a desired adjustment and at the same time providing a cushioned support for the saddle.

Riddell's Measuring and Recording Device.

Fig. 3.—589,030.—Recording and measuring machine; John Riddell, Schenectady, N. Y.; application filed September 23, 1896; serial No. 606,754.

A shaft 8 is journaled on the upper

reach of the frame, and has a worm which engages and turns a pinion secured to a drum 1, on which is held a piece of paper. A pencil is held on an arm (Fig. 3^a) in turn supported by a threaded shaft 21, having a disc wheel 22 secured thereto. Connections from the crank-shaft, serve to turn the shaft 8 when the wheel is in motion, and the cylinder or drum, will revolve, a line being traced thereon by the pencil 15, and the length of this line, may, by a simple calculation, be converted into the distance passed over by the bicycle. Means are also provided for tracing the variations in the path traveled, thus indicating the nature of the ground and the distance of hills, etc., from certain points. This means is too complicated for description here. It may be stated, however, that a swinging weight 37, has a toothed segment 35, meshing with a neck-bar 31, carrying wheels 27, and on account of the various inequalities in the road, the weight swings to one side or the other, throwing the wheel 27 into engagement with the disc-wheel 22 and causing the shaft 21 to revolve, thereby moving the pencil to one side.

Temple's Universal Joint Bars.

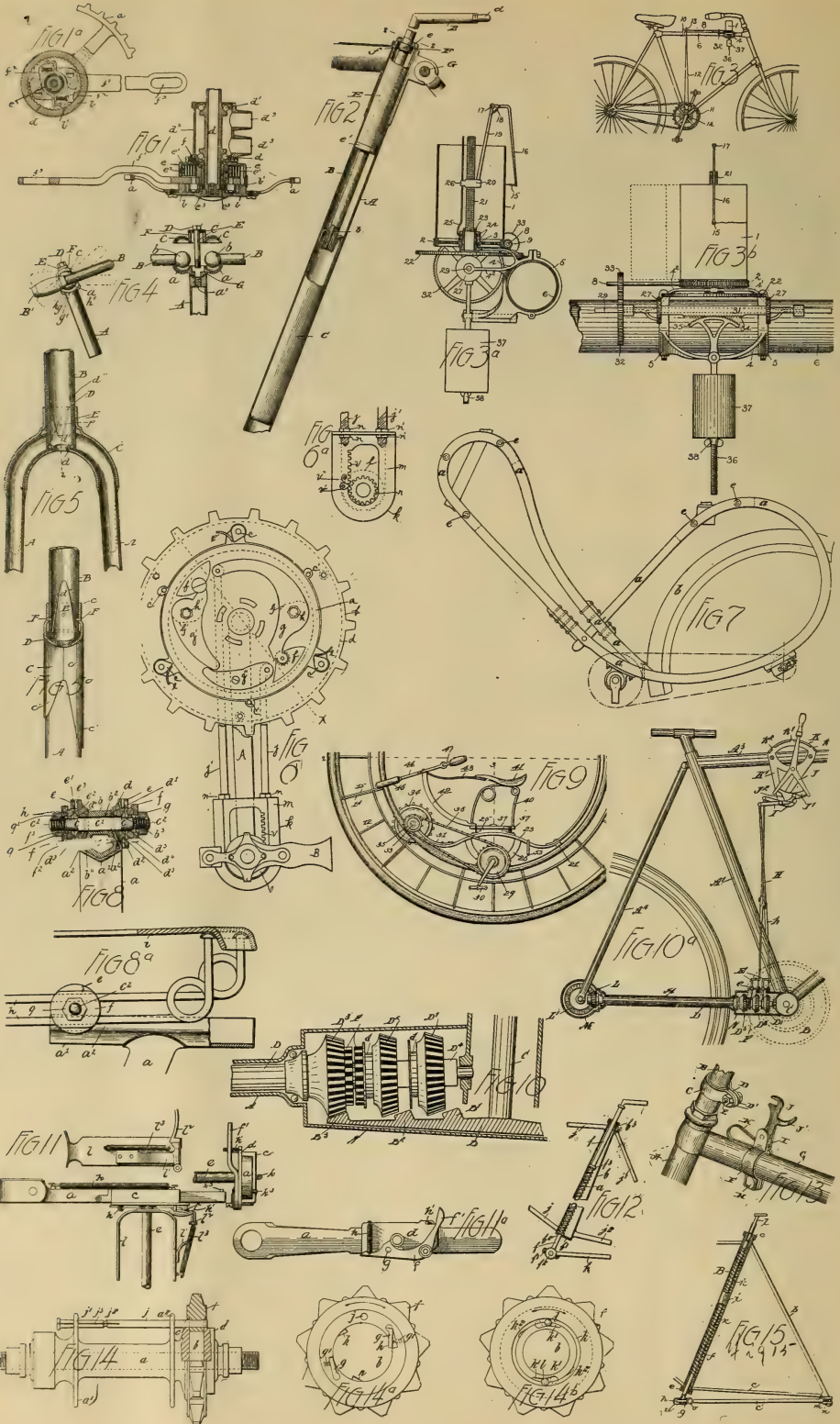
Fig. 4.—589,045.—Handle-bar; A. F. Temple, Muskegon, Mich.; application filed July 24, 1896; serial No. 600,399.

The illustration is clear without a detailed description. The handle-bars are made in two parts, each having a ball termination at one end for the reception and adjustment in the sockets formed on the stem.

Sturges' One-Piece Fork.

Fig. 5.—589,147.—Fork; L. Sturges, Chicago, Ill.; application filed January 11, 1897; serial No. 618,766.

BEARINGS



In this construction the fork is continuous at the crown, and is apertured for the reception of the stem B. When this is in position, the reinforcing pieces C and c (Fig. 5^a) are applied, and an inner tubular brace is secured in place, its lower part being reduced to form a shoulder d, against which both the fork and the reinforcement bear.

Wallerich's Automatic Brake.

Fig. 6.—589,149.—Brake; N. Wallerich, Fort Worth, Tex.; application filed June 16, 1896; serial No. 595,804.

This construction consists of a wheel a, driven by the crank, and which may be intermittently connected to the sprocket wheel or rim b by means of pawls c, in the customary manner. Pivoted to the wheel a, are levers g and g', carrying brake shoes f and f' with a sliding bracket k. A cog wheel r is mounted rigidly on the pedal. On the side of the rack, teeth v, of the bracket k, is a pawl v'. When the machine is propelled forward, the pinion r turns freely in the lower part of the slot of the bracket. On back pedaling, however, the teeth of the pinion are engaged first by the pawl v', and thus brought into engagement with the teeth of the rack, and this latter will be drawn down, applying the brake-shoes to the sprocket rim, and retarding the machine. A sufficient leverage is obtained by means of the extension B of the pedal.

Cooper's Loop Wood Frame.

Fig. 7.—589,205.—Frame; H. Cooper, Bristol, England; application filed January 8, 1897; serial No. 618,465.

This frame is made of a piece of wood bent into the shape shown in the illustration. The inventor claims lightness and resiliency for this device, and it may be noted that the shape is rather graceful. The head, crank-hanger, and plate for the rear axle are attached at the proper points by any preferred means.

Brooks' New Saddle Clamp.

Fig. 8.—589,243.—Saddle; J. B. Brooks, Birmingham, England; application filed December 5, 1896; serial No. 614,656.

Here, a saddle-post is employed, the upper horizontal portion of which is grooved or channeled, the walls inclining toward each other. A block b has a beveled depending portion b', fitting the channel, and a transverse aperture through which passes the bolt c', which, with the washers d, e, and f, and the nuts, g and g, serve to clamp the wires h of the saddle in place. When the nuts are screwed up the washers d and d' will press the thin side walls of the channel against the block b and hold the same in position. Longitudi-

nal adjustment is thus permitted from end to end of the cross-piece. A tilt may also be obtained by turning the washers on the bolt.

Dornseif's and Moser's Unicycle.

Fig. 9.—589,249.—Unicycle; J. W. Dornseif and O. Y. Moser, Worden, Ill.; application filed March 29, 1897; serial No. 629,768.

The driving mechanism and the seat are mounted in a frame bearing concentrically on the main wheel of the unicycle. The customary crank and chain driving device is employed and through a gear or pin wheel 34, the teeth of which engage holes in the inner periphery of the main wheel, the device is driven. Rollers 46 are located at each side of the main wheel, and may be pressed thereagainst by the handles 47 to steer the vehicle. The efficiency of this steering device is very doubtful, as the inertia of the body seems scarcely sufficient to resist the strain which may be necessary. The saddle is pivoted on a platform 25, to have rotary movement in a horizontal plane.

Changeable Driving Mechanism.

Fig. 10.—589,266.—Driving mechanism; B. T. Nedland and C. Fredrickson, Westby, Wis.; application filed April 9, 1897; serial No. 631,341.

The general construction of driving mechanism is that familiar one wherein a longitudinal shaft extends through the rear fork and has end pinions which mesh with a pinion on the hub of the rear wheel and with a pinion on the driving part. This latter consists of a short shaft D⁴ having two sliding pinions D¹ and D², and a freely rotating pinion D³. The crank shaft has a multiple gear B¹, B², and B³, and the pinions D¹ and D² may be made to engage their corresponding gear of the multiple gear. When the pinions D² and D³ are in engagement the shaft is turned by B³, D³, and D², the latter, as well as D¹, being splined on the shaft D⁴.

Schneider's Cycle Attachment.

Fig. 11.—589,305.—Bicycle attachment; H. Schneider, Pittsburg, Pa.; application filed August 21, 1896; serial No. 603,490.

In this construction a slide c is applied to the crank and is provided with a trip lever f (Fig. 11^a), which has an arm f¹ and a pin g, the latter engaging a notch on the crank to secure the plate on the crank. The pedal has a trip l², which may be moved into the path of the lever f, to trip the same, and disengage the pin g from its notch, when it may be moved in either direction on the crank to vary the leverage. The pedal is journaled on a pin on the slide c.

Barton's Spring Cycle Frame.

Fig. 12.—589,328.—Velocipede; E. L. E.

Barton, Wellington, N. Z.; application filed October 12, 1896; serial No. 608,582.

In this machine the saddle and the crank-hanger are secured to a rod which passes through the central standard, and is supported on the frame by springs. A rod *h* connects the crank-hanger with the rear axle, and in all the movements of the bicycle a constant distance is preserved between the crank shaft and the seat. The central tube is tapered to accommodate the movements of the rod.

Carlson's Head Fastener.

Fig. 13.—589,336.—Fastener; C. F. Carlson, Honolulu, Hawaii; application filed March 14, 1896; serial No. 583,186.

This device scarcely needs further description than the illustration. A hook is pivoted to the frame in position to engage the pin *E* secured to the steering stem. When so engaged the steering wheel is held from pivotal movement, and the machine may be safely leaned beside a wall or fence.

Copeland Brothers' Coasting Device.

Fig. 14.—589,338.—Sprocket wheel clutch; J. and H. M. Copeland, Brunswick Line, New Zealand; application filed March 5, 1897; serial No. 626,066.

By means of this device coasting is per-

mitted without movement of the chain or feet. It will be seen that the sprocket wheel is journaled on the hub of the driving wheel, and intermediate the two are clutches or pawls, consisting of spring-pressed dogs, or balls, in tapered grooves (Figs. 14^a and 14^b). When propelling, the sprocket is clutched to the hub, but on stopping the motion of the feet the rear wheel will turn alone. When desired, a pin *j* may be employed to lock the wheel to the hub.

Ohlgart's Spring Frame.

Fig. 15.—589,394.—Bicycle; O. P. Ohlgart, Baltimore, Md.; application filed June 8, 1896; serial No. 594,719.

In order to relieve the rider from the unpleasant effects of shocks, the seat post is spring supported in the tubular standard. This post is continued through the frame, and is slidingly engaged by the fork *c* and *c'*, which extends to the rear axle, and carries the crank hanger. Thus the seat and the hanger are preserved a constant distance apart during all the vibrations of the frame. The springs are arranged between flanges at each end of the central tube and a fixed collar *i* on the post.

PEOPLE AND THINGS

SPROCKETS AND CRANK-HANGERS.

The Parish & Bingham Co., 1076 Hamilton street, Cleveland, Ohio, is already out with its '98 samples of large and small sprockets and seamless sheet steel crank-brackets. The company claims for its large sprockets that they are made of better material, require less machine work (in fact the only machine work required is milling the teeth) and that the cost of polishing is reduced about one-quarter. The depression on the inside of the rim is not machined out, but is compressed by heavy, slow pressure. This condenses the particles of metal and makes the sprocket very rigid and strong, at the same time adding a very smooth appearance.

The small sprockets require only milling the teeth and tapping and boring the center to make them ready for polishing. Over 33,000 of them were used by one hub maker last year, who reported great saving in the finished cost.

The crank bracket is made from a seamless tube and is certainly a fine piece of

work. The crank-bracket and sprockets are protected by patents. These goods were used by some of the largest manufacturers last year and they were among the first to place orders for this year. The company is now prepared to make special sprockets or crank-brackets from models furnished.

YOU SEE THEM EVERYWHERE.

The Pope Mfg. Co. has received an interesting letter from Dr. F. H. Moore, of Calais, Me. In his letter the doctor says:

"I send you today photographs of a very curious stone which I found down on the shore of our river St. Croix a short time ago. It is a dark gray stone and has on its upper rounded surface in white quartz as pretty a Columbia name-plate as you would wish to see. The photograph I took in my office with an appropriate background. The stone is just as I found it and has not been 'doctored' in the least to make the name-plate and it is certainly a most curious freak of nature. 'You see them everywhere' is certainly proved by this find.

MR. MANUFACTURER OF BICYCLES:

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144 Chambers St., New York.

European Office and Warehouse,
29 Constitution Hill, Birmingham, Eng.

Western Office and Warehouse,
135 Lake St., Chicago, Ills.

I inclose a clipping from the Bangor Daily Commercial of August 13 or 14, which please kindly return at your convenience, as I wish to preserve it."

The clipping reads: "While exploring the beach at Brook's Bluff, Robbinston, one day last week, Dr. F. H. Moore, of



Calais, discovered a most curious freak of nature, a dark colored stone bearing on its rounded face a fac-simile in white quartz of the Columbia name plate. Doctor Moore brought the stone home with him, and has it on exhibition at his office. The doctor, who is quite a Columbia enthusiast says it was 'the only pebble on the beach.'"

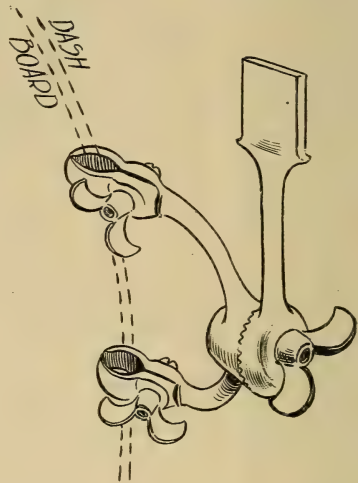
TIRE GUARANTEES.

There is such a thing as riding a willing horse to death, and the tire manufacturers have begun to place restrictions upon free repairs. Pneumatic tires are now guaranteed for six months from the date of purchase from the bicycle agent, during which time no charge is made for repairs. But where tires have outlived their guarantee and their usefulness, a reasonable charge is made for vulcanizing. Frequently tires two and three years old, so worn that any attempt to put them in rideable condition renders them worthless, are presented for free repairs, and when the true condition of the tires is explained to the owner, he is prone to go away with the impression that something might have been done. Now he knows that repairs on old tires must be paid for in any event, and he usually gives his aged pneumatics a

pretty critical examination before taking them to the maker's repair shop. The new departure is meeting with marked success, and few objections are heard concerning it. One good result that is sure to follow is, that the rider will rely more upon his own ingenuity, and less upon the free repair station. He will make his own repairs.

BICYCLE LAMPS FOR CARRIAGES.

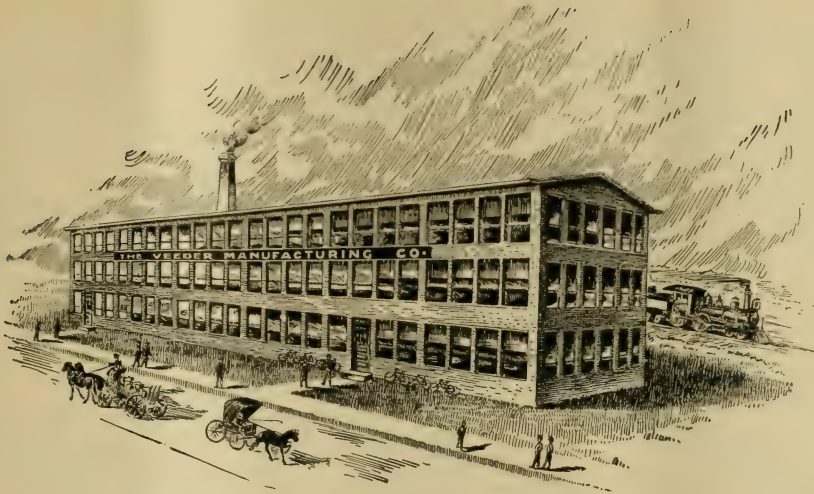
W. M. Ness, of the Chicago Tip & Tire Co., has invented an adjustable lamp bracket for bicycle lamps to fit on the dash of carriages and buggies. This bracket, as may be seen by the illustration, is adjustable to fit either side of the dash, and can be fixed to throw the light either up or down. It is made of malleable iron for durability, and is very nicely enameled in black, adding a very fine finish to the bracket. The inventor states that, owing to the high price of carriage lamps, with



this bracket at a small cost, a person can purchase two bicycle lamps of any make and adjust them to the dash of a buggy, saving two-thirds of the price of ordinary carriage lamps. This bracket has been given a thorough trial, and has proven to be a very satisfactory device. A number of large carriage houses have recommended the use of it, and the demand for the bracket is very promising, owing to the general adaptability of being so easily applied. Mr. Ness is now working on two other adjustable lamp brackets for wagons. The bracket will be handled by the Chicago Tip & Tire Co.

THE VEEDER'S NEW PLANT.

A Hartford (Conn.) daily paper in writing up the industries of the city recently devoted considerable space to the new



The new Veeder plant.

plant of the Veeder Mfg. Co. In speaking of the new factory which makers of the famous Veeder cyclometer will occupy this month, the paper says: "The industry now employs nearly 200 hands, and in view of its rapidly increasing trade, the company recently purchased a large and valuable tract of land at the corner of Garden and Sargent streets, upon which it is erecting a commodious factory. It is a three-story steel frame structure 30x110 feet in dimensions and is being constructed by the Berlin Iron & Bridge Co. It will be heated by the blower system, which forces hot air through brick conduits underneath the first floors and thence through the hollow steel columns to the various floors. The heater and blower are to be furnished by the B. F. Sturtevant Co., the induction motors by the General Electric Co., and the elevators by Morse, Williams & Co.

"Almost the entire sides of the building are composed of windows, the proportions of which will secure an even diffusion of light. The upper portions of the windows are double glazed, so that an air space of three quarters of an inch is left between the inner and outer panes of glass, thus preventing excessive radiation. The sashes are glazed on the inside with pressed or ribbed glass in order to diffuse the light. The different departments are to be run by two-phase induction motors. In addition to the main building there is a separate structure for boilers and engines. The plant being situated along the railroad, exceptional shipping and receiving facilities will be enjoyed. The company expects to have the new building ready for occupancy by the latter part of September. C. H.

Veeder is president of the company, D. J. Post, treasurer, and W. H. Lester secretary."

MEIXELL'S WONDERFUL RIDING.

Nothing short of marvelous is the riding of Schreyer G. Meixell, of Denver, who recently rode 323 miles, unpaced, in twenty-four hours, a world's record. He is out after mileage honors and since July 4 has ridden over 7,800 miles, which is 1,100 miles in advance of his own schedule. In the course of his day and night journey Meixell came within forty seconds of the fifty-mile record and could easily have made it, if he had been aware of his proximity to it. Two weeks later, though, he reduced the fifty-mile unpaced record to 2:28:15 1-5, which is almost a minute ahead of the previously existing fastest time, which was to the credit of W. E. Becker. Meixell rides an average of 150 miles a day and after this performance has on one occasion ridden three consecutive miles in 2:20, 2:21, and 2:18, and negotiated the last quarter in :26 4 5. Meixell is now arranging a twenty-four hour match race with Frank Waller and will compete in the coming six-day race in New York City. Besides riding his Wolf American every day, it is part of his wager to skip a rope 100 times every twenty-four hours, in ten minutes or less, a diversion at which he is an adept.

A SOUVENIR RULE.

The U. S. Standard Drawn Steel Co., manufacturers of seamless steel tubing and shapes in iron and steel cold drawn by the hydraulic process, has favored Bearings with "A Souvenir Rule." This is made from the

company's highest grade Swedish stock. The finish and quality, together with the workmanship speak for themselves, showing in quality of stock and mechanical appliances that this product is unexcelled. The company makes all sizes of tubing up to three inches in diameter of any regular gauges; also high grade finest finish steel in rounds, squares, flats, hexagon, and special shapes adapted for automatic screw machinery and bicycle parts, and figure 8 and B chain steel exact and of the highest grade that can be produced. Its machinery is of the most modern design and approved mechanical construction for hydraulic cold drawing and its stock will be found true to size, free from seams, well finished, and perfectly straight.

AMERICA COMPANY FAILS.

Upon executions issued on judgments entered in the circuit court at Chicago, last Tuesday, for \$30,102, Deputy Sheriff Lee levied upon the plant of the America Cycle Mfg. Co., and closed the doors of the concern. The judgments were in favor of Charles L. Boyd, assignee of the Haymarket Produce bank, which failed last fall, with the exception of \$5,000 in favor of the Continental National bank. The insolvent concern had a loan from the defunct bank, and Assignee Boyd secured it by judgment notes some time ago. The notes held by the bank came into its possession through its business with the Haymarket Produce bank.

The America Cycle Mfg. Co. has been expecting to raise money to pay its creditors for some time, but the recent reduction in the price of wheels, it is said, prevented it accomplishing this. Because of this, Assignee Boyd concluded that his claim ought to be protected, and levied on the plant of the concern.

Later in the afternoon the insolvent concern made an assignment in the county court to Charles L. Boyd, as assignee. The assignment was rendered necessary by the execution of the judgments to protect the estate for the creditors. Morgan & Wright, however, secured an attachment for \$5,400 before the assignment was made, and placed it in the sheriff's hands. Other creditors who also obtained attachments before the assignment were the Columbia Corrugating Mfg. Co., \$1,000, and the Mackie-Lovejoy Mfg. Co., \$1,000.

"The trouble has arisen because of the inability of the company to dispose of its bicycles," said Assignee Boyd Wednesday. "It had contracts with different parties, but when the slump in bicycles came they refused to carry out the contracts. The assets of the company on August 31 were about \$156,800 and the liabilities about \$90,000.

The stockholders of the company will hold a meeting at once. It is impossible to say what will be done. If an arrangement can be made with the creditors the company ought to continue the business, which is in condition to make money and pay all of the obligations in full."

The officers of the insolvent company are J. Harley Bradley, president; Frederick A. Hastings, secretary. The assets of the company are placed at \$190,000, while the liabilities are estimated at \$90,000. The assets consist chiefly of valuable machinery, unfinished stock, and book accounts.

THE McLISH HUB.

The McLish Mfg. Co., 71-75 W. Jackson street, Chicago, is making preparations to do an immense business in '98 with its famous McLish hub. The success of the past year has encouraged the directors of the company, and the '98 hub will be up to date in every particular. Among the special features of the hub are: The lock nut for sprocket, in its dual capacity of lock and ball retainer. The retainer caps on one end of rear and both ends of front hub screw over hub-shell to the right and left, respectively—constituting positive dust proofing. These caps, when removed, lay bare the bearings, while cones retain balls, enabling inspection without removal of chain or wheel from frame, to clean, lubricate, or for other purposes. When caps are in place the axle and cones may be withdrawn, while the balls are again retained. The company's patent barrel made of one-piece seamless steel tubing, with upset flanges or of two surfaces, give double strength where main strain is centered. The cups and cones, machined from solid bar, are of such consistency as has proven most reliable for longest wear.

A GOOD HOLDER.

A patent for a bicycle holder, for use in front of stores or offices, has just been granted to J. F. Birkenfeld, of East Cleveland. It is attached either to the front of the building or to a rack on the floor and grasps the wheel of the bicycle automatically, the fingers being sprung by the weight of the wheel. To release the wheel a lever must be pulled on the inside of the building. For use in restaurants or stores this device would work nicely, each holder to be numbered and the machine released by some one inside as the owner passed out. The owner has not yet decided how to place his invention upon the market, but is willing to dispose of the patent outright.

Fauber



One-Piece Crank-Axle

The Fauber Patents are pioneer and cover One-Piece Crank-Axles of every practical construction.

The Fauber Axle will be very popular in '98. It has been adopted by a number of large manufacturers, not only on account of its simplicity, but also on account of its durability.

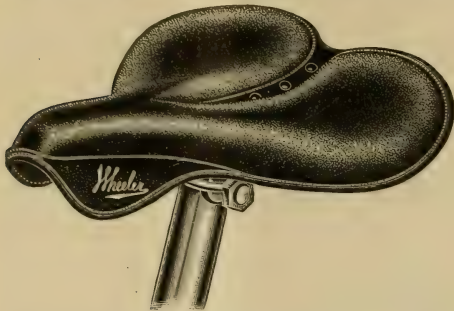
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This saddle is supported by a veneered wooden cantle running from nose to rear and upholstered with interlaced hair.

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There is absolutely no chance to sag or get out of shape. The most stylish and popular saddle for either lady or gentleman.

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TRADE BRIEFS

Mrs. Jessie Bartlett Davis, the noted operatic star, had recently procured a Monarch wheel and writes from her summer home that she is delighted with it. Mrs. Davis will carry her Monarch with her during her season with the Bostonians.

At the Putney Vélodrome, August 5, F. Guy Lewin and F. Albone broke all tandem records, from six to ten miles, on G. & J. tires, over a minute being taken off the previous best. The same evening J. Ledgerwood won the Ramsden challenge cup on G. & J. tires.

W. F. Dowd, of Charlotte, N. C., has found it necessary in his increasing business to place a man on the road jobbing bicycles, sundries, and repairers' outfits. Mr. Dowd will be pleased to receive quotations from manufacturers of such goods promptly, as he will place contracts during the next sixty days.

The Record Pedal Co., of Boston, of which Arthur Sidwell is manager, has taken the sole eastern agency for the Kundtz Bending Works, of Cleveland, the territory to extend from Buffalo. If Sidwell meets with half the success with the Kundtz wood rims that he has attained with Record pedals the receipts from the eastern office will be very large, and there is every reason to believe that he will, as he knows the trade and has the peculiar faculty of reaching the ready buyers and the hard ones too.

The Overman Wheel Co., Chicopee Falls, is now doing an extensive business in supplying steel balls and tires to the trade. The business of steel balls has necessitated a number of increases in capacity, and the steel ball plant is running day and night, the year round, in order to keep up with the steady increase of orders. Victor steel balls and Victor tires are remarkable features of the Victor wheels, and have contributed very largely to the world renowned success of Victor wheels in coasting contests for the past two years.

Last week, the London Electrical Cab Co., Ltd., inaugurated at the depot of the company in Lambeth the running of fourteen motor cabs for hire in the streets of London. H. H. Mulliner presided, and W. H. Preece, electrician in chief to the general postoffice, gave a short address on the adaptability of electricity to motor traction. Although only fourteen cabs are at present available, the company has already 100 vehicles made, or in order, and six months hence these horseless vehicles will form a noticeable feature among the metropolitan traffic.

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1898 supply of _____



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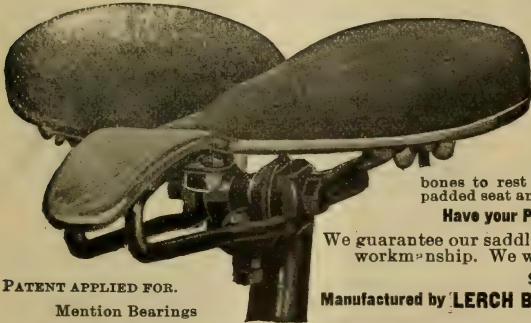
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LERCH BICYCLE SADDLE



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NO. 2—Size adapted to the use of the great majority of bicycle riders. Suitable for ordinary sized men and misses. Length, 8½ in.; width, 8 in. Price, \$5.00.

CAN NOT INJURE THE RIDER.

THE LERCH SADDLE is unlike all others, as it is slightly concave instead of convex; that is, the outer edges of the seat plate are slightly higher than the center, thus making it impossible to strain the muscles of the perineum, the shape or pitch of the seat allowing the pelvic bones to rest squarely and naturally upon the central portions of the padded seat and renders impossible any strain upon the pubic arch.

Have your Physician explain from a scientific point its hygienic advantage.

We guarantee our saddles against breakage caused by defective material and workmanship. We will replace any parts that break from such causes.

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save nine inches of tubing on every bar.

They are integral with the bar, and the spring in their center absorbs all the vibration from same.

They are cool and ideal for long runs.

Write for circular and prices.

Louis A. Centlivre Mfg. Co., Fort Wayne, Ind.

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American Bicycles for Germany!

An old-established, high-class business house of Hamburg, Germany, wants to get the sole agency for a good, reliable bicycle, "1898" model, that must not be too expensive to hold its own among a strong continental competition. Only responsible, accredited factories or concerns will please answer this advertisement.

Address "FAHRRAD," care of Bearings Publishing Company, Chicago, Ill.

TRADE HAPPENINGS

Albany, N. Y.—The Cycle Checking Lock Co. of New York City, capitalized at \$250,000, has been incorporated.

Almont, Ont.—Wm. Thompson & Son have patented an invention on a new chainless bicycle.

Beverly, Mass.—Kilham & Harper have got their first wheel out in their factory, and have named it the Beverly.

Bridgeport, Conn.—The Torrington Chain Co. is enlarging its plant.

Bristol, R. I.—Another machine for the manufacture of bicycle tires has been installed in the factory of the National India Rubber Co.

Buffalo, N. Y.—The foundations for the factory of the Riverside Mfg. Co. are already above ground.

Chicago, Ill.—The plant of Mason & Mason, the insolvent bicycle manufacturing company, was sold to F. C. Frost & Co. in the county court.

Cincinnati, Ohio.—A dispatch is received saying the Union Tube & Iron Co., of Warren, will control the Skelp mill output at Niles and the Ohio Tube Mills at Warren.

Corsicana, Tex.—H. K. Bates has removed to Haugh Bros' shop and will repair bicycles for Haugh Bros. hereafter.

Denver, Colo.—Frank A. Miller has taken the agency for the state of Colorado for the Luthy wheel, manufactured at Peoria, Ill.

Galion, Ohio.—The property and patents for the Bicycle Coupler Co. have been sold by assignee A. F. Lowe. Auditor of State Guilbert's son has purchased the letters patent for the coupling attachment and twenty-six couplers for \$575.

Grand Rapids, Mich.—C. B. Metzger, owner of the Garland Bicycle Works, has leased a building on Bridge street for a term of years and will move the factory and salesroom into the same building September 1.

Harriman, Tenn.—T. C. Farnham who runs a large repair shop in connection with his bicycle agency, is extending his business to all classes of repair work.

Harvard, Ill.—The Hunt, Helm & Ferris Co., manufacturing bicycles, is considering the question of removing the plant to Rockford, Ill.

Hazleton, Pa.—William Glover, Jr., will handle the Reading bicycles for the season of '98.

Litchfield, Conn.—C. R. Duffee will open a new bicycle store in the Judd block.

McKeesport, Pa.—The National Tube Works Co. has posted a notice that wages will be advanced in all departments.

Merrill, Wis.—The partnership existing between A. W. Bryant and E. W. Anderson has been dissolved by mutual consent; the said Bryant having sold all his interest in the firm of Merrill Cycle Co. to Anderson, who will continue the business under the same name.

Montoursville, Pa.—Bert Lundy is preparing to open a bicycle repair store at the corner of Cherry and Montour streets where a new building is being erected.

Mount Joy, Pa.—A. H. Engle has opened a new bicycle manufactory on West Main street. The new wheel is the Regal.

Mount Vernon, N. Y.—George Heartlett has opened a new bicycle repair store at the corner of Stevens street and Mt. Vernon avenue.

New Haven, Conn.—The Torrington Chain Co. has announced its intention of enlarging its plant, and it has taken the whole of the old Hotchkiss Bros. & Co.'s building, fitted it up with new machines and new twenty-horse power engine, and made other improvements.

New York City—Deputy Sheriff Lipsky has received an attachment against H. A. Boisson, dealer bicycles at 800 Park avenue, for \$674 in favor of

J. A. Herzberg, on an assigned claim for wheels sold by the Defiance Bicycle Co., of Defiance, Ohio.

New York City.—The works of the Metz Umbrella & Bicycle Handle Co. at West Brighton, S. I., have been burned. Loss about \$75,000.

Paducah, Ky.—D. C. Wallace has patented a bicycle clip and he will at once engage in the manufacture of the invention here.

Peoria, Ill.—The Ide bicycle factory is being put in condition to begin operations for the season of '98.

Peru, Ill.—A dispatch received here says that the Frazier factory of Aurora has invented a new three-ball bearing for bicycles which greatly lessens the friction.

Salem, Mass.—Smart & Spencer will remove their plant to a building on Front street about October 1. The front portion of the store will be occupied as a bicycle show room, and the rear by the machinery of the workshop. New machines will be installed, and the plant increased in size.

Sandusky, Ohio.—D. D. Warner, of the Warner Bicycle Co., stopped here on his way west and had a conference with interested parties relative to locating the works here. The movement seems favorable.



WANTED, FOR SALE, TO EXCHANGE.

Advertisements under this head, 5 cents per word. Checks, money orders, postoffice orders, or 1 and 2 cent stamps received. Cash with order.

WANTED—AN IDEA. Who can think of some simple thing to patent? Protect your ideas, they may bring you wealth; write John Wedderburn & Co., Patent Attorneys, Washington, D. C., for their \$1,800 prize offer and new list of 1,000 inventions wanted.*

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To persons making the greatest number of words out of the phrase "Patent Attorney Wedderburn." For full particulars write the National Recorder, Washington, D. C., for sample copy containing same.*

WANTED—Stock of bicycles for which \$10,000 cash and \$10,000 real estate will be paid. Address A. C. K., care Bearings.

TIRES—\$5.50 pair, express prepaid. Best '97's. Full warranty. MINERALIZED RUBBER CO., New York City.

TO LET—Desk room in large office in wholesale bicycle district, New York City, suitable for manufacturers' agents who desire to carry stock, or for manufacturers of sundries desirous of maintaining a New York office. Terms, \$30.00 per month. Address OPPORTUNITY, care Bearings.

WANTED POSITION—By expert mechanic with an experience of nine years, three in charge of machine room in bicycle works and six as foreman tool-maker. Capable of taking entire charge of plant with a capacity of from 5,000 to 15,000 high-grade wheels per year, and of designing and working out ideas and devices of mechanical excellence. Address E. G., care Bearings.

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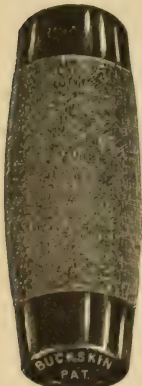
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New York Sept. 15th. 1896

Fiber Buckskin Mfg Co
Malden Mass

Gentlemen

I have been using your gups
and find that they give good satisfaction,
they absorb all moisture from the hands.

Yours Truly
Arthur Gardiner.



Send 50 cents for sample pair.
Give size handle-bar.

Fiber-Buckskin
Mfg. Co.,

Malden,
Mass.

Mention Bearings.



THE FAMOUS MIDWAY, LOOKING EAST FROM COTTAGE GROVE AVENUE.--SEE PAGE 565.

BEARINGS

VOL. XVI

CHICAGO, SEPT. 16, 1897

No. 7

FROM LONDON TO PEKIN AWHEEL

By William J. Reid

CHAPTER XIII



SUSPENDED from the brink of a precipice, a yawning abyss below, life held by a thin rope, to suddenly find that support broken, and with sickening dread, downward, downward into space with the inevitable horrors that must attend the end!

It was with feelings akin to these, after a week's halt within their friendly shelter, that I viewed the walls of Khotan rapidly growing dim from across the surrounding plain, to be replaced by the prospect ahead of the long, toilsome journey of nearly 1,200 miles across the very heart of Central Asia to the welcome borders of China at Chin-hai-poo, which, I had figured, would require full six weeks of indefatigable effort.

Never did habitation look so tempting as the bustling Turkestanese trading post when left behind. With

its outlines fading from view it seemed almost as if my last view of this world was ending, to open on the spectacle of a new sphere spread out in the rugged country ahead, the great central plateau of Asia, with the hoary summits of the Kuen Lun and Thian Shan mountains away to the southward, a giant barrier protecting the fertile plains of India from the rude onslaughts of the arctic winds hurtling across the great Siberian plain.

Immediately on leaving Khotan the country, without advance notice of any kind, departed from its original topographical contour of a succession of flat river plains, giving way to a region of low-lying hills, gradually swelling into mountain heights farther on, barren and stony and overflowing with bitumen, which came down the sides in dark, filthy looking streams, and giving out a most uncomfortable odor. For the greater part of the day I was constantly ascending these slopes, which followed each other in such rapid succession that I was wondering whether they would ever have an ending, when near sunset I had

gained the crest of the first elevation; but not satisfied to retain my lofty position, I descended the abrupt slope on the other side, which terminated in a broad sterile plain, devoid of vegetation, covering the intervening distance of ten miles to the next range of hills.

In spite of its general appearance of being unable to support habitation, the whole plain was dotted with small villages, in one of which I resolved to pass the night. My arrival into the place was greeted by the clamor of a numerous pack of dogs, who were belligerently intent on attacking me, when two natives ran out of a nearby cottage and driving away my assailants invited me to enter, an invitation which I eagerly accepted. I soon found myself willing and anxious to go out of doors again, for the crossbeams overhead were littered with a heterogeneous collection of dogskins, dried meat, herbs, and other dainties, from which emanated an odor not of the most agreeable sort to civilized sense of smell; so once more running the gauntlet of belligerent curs I wheeled out into the open country and encamped for the night.

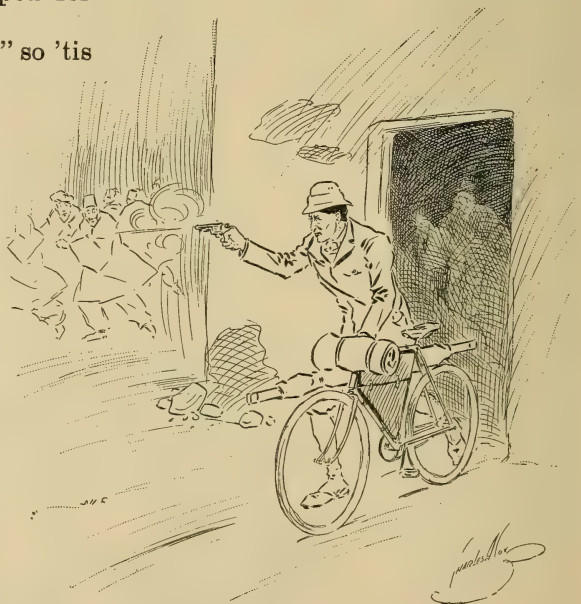
"Variety is the spice of life," so 'tis said, and the same remark is singularly apropos when applied to Turkestanese topography and climatic conditions; for be one ever so exacting he would indeed be one impossible to satisfy who could not make a selection in the multitudinous phases offered in this respect by this great region of the Tarim basin.

Two days of halting progress carried me over the seventy-five miles from Khotan to the small mountain village of Chinna, for when once fairly installed into the mysteries of the numerous

turns and curves of the caravan road, and through constant practice become somewhat of an expert in dodging such trifles as boulders and ditches, hillocks and piles of stones and soaring over mountain peak and through river valley, riding was possible, if not enjoyable.

Chinna is quite an important place, and, covering as it does a considerable area, from a distance presented an imposing appearance. But this is the best that can be said for it, for on entering it was to find the usual terrors of an ill-built, decayed, and uncleanly munzil khana awaiting me. Here also I found that my welcome was not over friendly, for as I threaded my way through the streets I could not fail to notice that the people had a sinister and cruel look, and from their general appearance I should judge that it would not have required much to have induced them to have attacked me, for as it was I found the only safeguard from such a contingency lying in a suggestive showing of my weapons.

But my reception at Chinna might well be considered tame in compari-



"Rushing out into the courtyard."

son to that which I found awaiting me at the conclusion of the morrow's riding. The village in question which formed my abode for the night was nothing more than a small collection of huts, but what it lacked in size it made up in the venom of its inhabitants against my person. They did not offer to molest me on my entrance, as the novelty of my wheel and the general belief in its evil qualities was an efficient safeguard. But on arising the next morning it was to find an entirely different state of affairs, for the whole population of the place had gathered round the khana and with sticks and stones in their hands, and in some instances even guns, they evidently intended to attack me as soon as I made my appearance.

I was evidently fairly cornered and could not make progress from the place undetected, the only means at my command of taking hold of the two horns of the dilemma being to rush out suddenly upon the rabble, and with a diversion created by the use of my revolver rely on getting away as best I could, or the other alternative of barricading myself in the khana and withstanding a siege. The former plan of a determined and sudden attack seemed the most expedient, and fortunately I found that my conclusion had not gone astray, for selecting a favorable opportunity and rushing out into the courtyard, firing my revolver, not in the air but into the midst of my assailants, I had the pleasure of seeing their determined front vanish like snow before a July sun, and without giving them time to recover from their first surprise, I had soon left behind the hostile little bailiwick and entered the open country again.

I will most willingly pass over the fortnight's riding of 600 miles to Cherchan, for neither the demands of gratitude or aversion, or a discussion of its intrinsic merits or demerits,

warrant even a passing description; for what is generally conceded to be a miserable country, in my instance was rendered doubly so, if such a thing were possible, from the fact that my daily accompaniment, without cessation, for the entire distance was a rain storm of frightful severity, which obliged me to fall back on other means of progression, to wit., a horse and cart.

Leaving Cherchan, however, I discovered that fortune had not entirely forsaken me, for the fact that a considerable caravan was to be my escort for the week's riding of 250 miles through the Tarim valley to Vash Shari added in no mean measure to my feeling of security in lessening the threatening dangers of the country ahead.

Near sunset in a small opening in the forest, through which our route had lain for the greater part of the day, we approached a building with not a soul in it, which looked like a brick-built khana, that had long been deserted and fallen into ruin. I soon learned that this was a station, that there was none other for miles and that it was to serve as our resting place for the night. It would have been impossible to have conjured up a more ghostly or melancholy spot, and although I did not relish it any too well—not from fear of spooks or visionary night prowlers, but from its generally filthy appearance and the presence of vermin teeming everywhere. The lion hearted surajees, who formed our escort, were literally frightened out of their boots and refused point blank to enter the place, being content to make the remains of a shed outside, used as an outhouse for the animals, serve as their abode.

The worst inn's worst room could not present such a spectacle of abject poverty so striking as the mud walls, the broken roof and rafters into which we retired for the night. The fact that the whole country round was re-

puted to be a hornets' nest of the most aggressive Turkomans made us give more than ordinary caution to strengthening our position in case of night attack, and we had soon barricaded every doorway, nook, and crevice with caravan trunks and boxes, until we could afford to retire with minds somewhat relieved by the fact that there was no possibility of our being finished off during the night before we had had some time to make a struggle.

Our fears were not groundless, for word of our presence had spread throughout the surrounding district, and the night passed anxiously enough, with desultory firings at our abode from the surrounding forest, until even the surajeos forgot their horror of spooks before the more potent and manifest danger outside, and were glad enough to clamor loudly until we had removed some of our barricades and allowed them to clamber into our midst, with their teeth chattering with mingled cold and fright.

The night's experience had prepared us for what seemed an inevitable attack on the morrow, but in the wealth of our numbers we found immunity from danger, which fortunately continued for the entire distance to Vash Shari, which we reached near midnight on the seventh day from Cherchan. The town, notwithstanding its complete isolation from civilization, was a truly cosmopolitan metropolis inhabited by as industrious and peaceful a population as one could well wish to meet. Here again I had an opportunity of remarking the aggressive and farsighted game of politics that Russia is playing in the great drama that has selected Central Asia as its field for action, for here on the outposts of Chinese soil, she is but imitating her attitude toward Persia. Her envoys already have full possession of the various ropes that govern the whole

situation, and after all one can not help thinking that the transfer of the country to all intents and purposes to the administration of Russia is a wise policy, for her vigorous measures have made habitable and prosperous a region that otherwise would be nothing else than an uncultivated waste, overrun by a strife-loving and lawless people.

If I once more transgress the bounds of propriety, and pass even without comment the three weeks' journeying of 800 miles from Vash Shari past Charagtik, Abdal, Ultong, Kara Kurchin, and along the southern border of the unattractive and unpopulated country to the south of the Great Desert of Gobi, I need only advance as my meed of explanation that under the escort of a caravan, traveling through a region that does not offer one single inducement worthy of narration, that the reader may well be spared a description of the delights incident to passing over a sandy, desolate waste the entire distance to Ngan Si, at which place, in due time, and without a single incident to mar the even tenor of the way, we eventually gathered.

From Ngan Si my course now lay to the southeastward, along the banks of the Danga Kol, through the low-lying summits of the Humboldt mountains to Lake Inochi, and thence in turn along the bank of the Buhain Gol to Chin-hai-poo, a journey enhanced by scenic charm and fairly practicable for wheeling, comforts that made the essay a pleasurable venture.

Saying good-by to the little Chinese outpost, after a three days' halt within its hospitable limits, and on resuming the road early in the morning, it was to find that some treacherous-looking storm clouds had come up over night, and had put a somber garment of chaste grayness over everything. It had, however, the advantage of lessening the tor-



"I seized hold of the muzzle of the gun "

turing effect of the sun's rays, which otherwise would have made journeying an impossibility. I should have managed to have gotten along quite comfortably, but that the predictions did not belie what was to follow and I soon was treated to the unwelcome sensation of the rain pouring down in torrents, accompanied with a deluge of large hail stones, while the very heavens seemed to tremble and shake beneath the loud thunder claps and the vivid strokes of lightning. The trees offered too dangerous a shelter with the electrical fluid gyrating around everywhere, and as no other means of shelter presented itself I plugged doggedly along, half blinded by the sheets of rain, while the hail stones struck me with such force as to bruise me all over.

Emerging from a rocky pass, a peasant's hut came into view, and as the storm showed no signs of abating I dismounted and knocked at the door. Not receiving any reply I repeated the operation, when I heard the noise of sliding bolts, and it

opened just a trifle, to permit the muzzle of a gun to stick out, directed at my head, while the harsh voice of the owner ordered me to begone. At another time I might have been tempted to have taken unto myself this wholesome advice, but now with the choice laid open to me of accepting one of two expedients, that of quenching his inhospitality or braving the storm, I chose the former alternative, and without giving him time to act I seized hold of the muzzle of the gun and deflected its course upward, just as a flash of fire, nearly blinding me with its suddenness, apprised me of the fact that a moment later and I should have most effectually wound up this terrestrial career.

Having thus fortunately escaped this calamity, a calamity to me at least, I had no difficulty in forcing an entrance, and by the forcible show of my revolver had soon assured my unwilling host that he did not care to molest me further. Finding that I enjoyed the better side of the situation, he retired sullenly to one cor-

ner and held aloof, at times casting furtive glances in my direction in the hope of having an opportunity presented when he might turn the tables. But I was too keenly awake to the consequences that would ensue by inattention on my part, and for a couple of hours I endured the tortures of his little den, when the atmospheric conditions having changed so as to make progress a possibility I was only too glad to rid him of my presence, taking the precaution, however, before I left to stuff the muzzle of his gun full of old rags, in order to remove any apprehension of danger from his direction.

Night overtook me without sight of habitation of any kind presenting itself, requiring a final recourse on the hospitalities of Dame Nature by encamping on the cold, damp ground, and, without means of lighting a fire, necessitating a forage on the uncertain delights of the unattractive menu offered by my limited commissariat.

Two hours of wheeling immediately after daybreak next morning brought me to a considerable village, and despite the earliness of the hour, on drawing near I found the whole population out on the hard, smooth plain, watching some contests of might and skill in progress between the youth and sinew of the place. On my approach there was a general scampering in my direction, and soon fairly surrounded by nearly the whole population, athletes and all, I made a most imposing entry. The head man of the place I found a lean old Mongel, with the appearance of having just passed through a severe fast. He was hospitable enough, however, and gave me a most cordial welcome, and as for my wheel he fairly went into ecstasies over the novelty, and not for a moment would he quit the sight of the wonderful "new horse." When I suggested that he take a ride his joy knew no bounds, and although he was near, I should judge, the three score

years and ten allotted to man, he pranced and danced round much after the manner of an overgrown school-boy over a new toy.

After considerable difficulty, and requiring the manual assistance of all the onlookers, I had him bolstered up in the saddle and wheeled him round for some little time, and after him some of the others, leaving those less favored to gaze in rapture and to turn envious glances on their more favored brethren. I should have liked to have given every one in the place a ride, for their enjoyment was so keenly manifest and unconcealed that I could hardly resist the longing glances of those whom I had been unable to favor, but finding that if I were to essay this task I would have a truly monumental effort on my hands, I was obliged to allow the necessities of progress to stifle the promptings of generosity, and finding that the plain ahead stretched out in a fairly smooth and unobstructed surface, I quickened my pace during the remainder of the day and shortly after sunset reached the few ruined walls and tumble-down buildings that denoted Gudak Jinzco.

Nevertheless, despite its apparently forlorn condition, the khana which sheltered me for the night was one I should have liked to have lingered longer in, for it was a substantial and well built structure, and kept scrupulously tidy. During the evening a couple of Chinese traders entered, and the keeper of the place entertained them, and incidentally myself, with some hair-raising and blood thrilling tales of the fate that had recently befallen several caravans from the robbers in the surrounding district. Seeing the effect that this story produced upon susceptible natures, he took further advantage of the occasion to relate a few more anecdotes of a similar nature, in which he personally figured to material advantage as a hero of the first water, and likewise

to tack onto our bills an addenda for this vocal entertainment.

I calculated that the old rascal was lying, but the two traders were duly impressed, believing that every word they had listened to had been gospel truth, for on no consideration would they resume the road next morning until we had added an escort of three rascally-looking villains, who had been recommended to us by the landlord, who I doubt not had a perfect understanding with them and related his tales to gullible travelers in order to secure them custom and to enjoy a share of the receipts as his reward.

Riding southward through the Danga Gol valley the intervening country for two days' journeying to Kachka Borgosun was simply gorgeous, in no other way can I describe it than by the use of this powerful adjective, and after passing through the region one can well believe the statement that has often been made that the inhabitants of this part of the Chinese Empire are the longest lived and most contented in the world; there is no reason why they should not be so, for nature has designed her most fitting creations for their especial benefit and has robbed the rest of the world for their delight.

Entering the khana at Kachka Borgosun I found that a large caravan had entered the town just before and had literally filled the little abode from cellar to roof. The smiling owner of the place, however, assured me that there was plenty of room, and showing me a fairly comfortable apartment indicated it as my resting place for the night. On returning from a short stroll, however, I found that the tricky old fraud had most unceremoniously and without my leave packed half a dozen greasy looking Mongols into my room to sleep with me. I expostulated and stormed, but all to no purpose; now that he had my money he could well

afford to snap his fingers in my face. I was resolved at all events that I should not sleep with this dirty crew and as a last resort I played my trump card by threatening to go to the head man of the place and make a complaint. This produced a more salient effect than the mere bandying of words for he aroused the sleepers without any formality and bundled them all out into the yard with their fellows, there to go over the battle with them for the return of part of their money.

Leaving Kachka Borgosun, there now remained but some five days' riding to my destination at Chin-hai-poo, fully one-half of which lay through the high plateau, interspersed with low ranges of mountains, forming the watershed separating the currents of the Danga Gol and the Buhain Gol. Unfortunately, my wheel was not provided with attachments for aerial navigation, and I was obliged perforce to intrust myself, wheel, and all to the tender mercies of two peasants, who signified their willingness to guide me over the difficulties of the mountain range. I do not know whether it was innate honesty of purpose or a wholesome respect for my revolver, but what fears I had entertained as to trouble arising from their direction came to naught, and at the end of the second day of mountaineering we had left behind the mountain summits for the lowlier delights of the Hoang Ho river basin and I had entered China proper.

My first night was passed in a small village whose general appearance was welcome enough. On entering, however, I was treated to a most unwelcome innovation, for I found the inhabitants fully as hostile as those whom I had met with in the wildest parts of Turkestan. There was also some sort of a religious demonstration in progress at the time, for the streets were filled with fanati-



"Taking aim at one of the horses, I fired."

cal enthusiasts, marching with lighted torches, and who were being worked up to a frenzy by some dirty-looking scoundrels, who, catching sight of me, were minded to make me suffer the joys of martyrdom, had I not effectually shown to their entire satisfaction, by firing my revolver over their heads, that the honor was one which I would rather they would force on some less unwilling and more deserving subject.

I had thought that this action on my part had effectually relieved me of any danger from this source, but I had been on the road but a little over an hour in the morning when I was made aware of the fact that I was being followed, and rounding a bend in the road and secreting myself for a few moments I was assured of the fact, for arrear I could discern the forms of two horsemen, who were hot on my trail. If those behind had intended to take me by surprise they were doomed to disappointment, and that in remarkably quick order, for it

did not take them long to discover that I was cognizant of their movements and was getting along at a faster rate than would allow them to follow with comfort. Hearing a loud halloo I turned once more to see that the two villains had abandoned all hopes of further concealment and were coming over the road after me as fast as they could ride, brandishing their guns and beckoning me to stop, an invitation which it is needless to say I was decidedly averse to accepting, and to which request I made a formal answer by increasing my speed to a limit where the dangers of the road ahead soon equaled that from behind.

In spite of this unevenness, however, I found a tolerably good surface in the hard, narrow path beaten down in the middle of the road, and with my pursuers requiring a much wider surface and obliged to stumble over the numerous boulders and ruts, I was managing to hold my own very well when suddenly my courage

failed me at the sight of the road ahead, filled with large, jagged stones, manifestly placing a ban on thoughts of further progress awheel.

The two horsemen must have been cognizant of this fact, for as I dismounted they set up a howl of triumph, to be followed a moment later by a bullet whistling over my head as if to show me the ineffectuality of striving to escape. I now plainly saw that there was nothing to be gained by further hurrying, so dropping down behind the friendly shelter of a huge boulder I drew my revolver and awaited their oncoming. This attitude on my part was evidently a contretemps that they did not relish, for they halted when some hundred yards away for a parley as to how my position had best be carried. Their plan of operations was soon decided upon, for dismounting they slowly advanced toward me, shielding themselves behind their horses, which formed a sort of moving fortress.

Onward they approached until they were but some thirty feet away when again their courage evanesced and they came to a full halt. This was the opportunity for which I had been waiting and taking aim at one of the horses I fired. I had entertained fears as to whether my marksmanship, or even the bullet, would be effective at that distance, but looking through the smoke I saw that I had not failed in my purpose, for the animal at which I had fired had been killed or badly wounded, for it had fallen to the ground, while its owner was in rapid progression in the opposite direction as fast as his legs would carry him.

My other assailant likewise did not particularly fancy the idea of having his horse killed, and finding that his compatriot had deemed discretion the better part of valor, he applied to his own relief the timeworn maxim. With only the possibility of pursuit

from one enemy, I did not wait for further attack, nor did I need fear any, for my late assailants doubtless entertained a wholesome respect for my marksmanship and were well content to give up the fruitless quest. Finding the road soon growing more practicable, I rode along till well after sundown, halting for the night in a peasant's cottage, a pleasure obtained by right of eminent domain, for the owners, observing my approach, fled precipitously, nor would they return until I had shown that my intentions were none other than friendly, when, still half frightened to death, they entered the abode and remained in gloomy silence for the entire evening, eying my every movement askance, with fancied distrust, in readiness to take flight at the first intimation of danger.

In the morning, however, finding that they were still alive, and that I had not eaten them bodily during the night, they had soon forgotten their fright of the night before, and mine host, having dressed himself up in his best bib and tucker, must needs be accompany me for the greater part of the distance to Chin-hai-poo. The route during the day ran close to a little stream, bordered by rugged slopes, which were kept in a state of fine cultivation, affording a peaceful, civilized prospect, welcome indeed after the vagaries of scenic configuration that had been my lot for a couple of months past.

Here again my wheel proved a never ending source of fright, for invariably at my approach, despite the fact that the presence of my companion should have reassured them, the peasantry and those at work in the fields would take summary flight at the sight of the "devil machine." As we stopped for our noonday meal we came suddenly upon a group of farmers engaged in a like occupation who were forewarned too late of our

approach to take flight. They had a sheepskin full of buttermilk and they gave me a drink of this beverage without hesitation when I asked them for a little, but shook their heads when I offered payment, and really seemed to be offended that I should have done so.

Chin-hai-poo, although not occupying an important place upon the map, is yet the principal center of trade for the great region at the headwaters of the Hoang Ho, a fact that did not cause me so much concern as my efforts to find the governor of the place, to whom I had letters of introduction, an essay that doubtless would have met with little success had I not most opportunely ran up against the object of my search as I was wandering aimlessly around, followed by the entire population, from the oldest to the youngest.

He evidently was unaccustomed to visits from strangers, for notwithstanding my fatigue he would not be satisfied until he had led me in triumphal procession through every lane and valley in the place, a concession on my part that was not without desirable results, for his residence was fitted up with a magnificence and splendor that would have well befitted an East Indian potentate, and which I took good care to enjoy to its fullest extent in making up during the three days' stay in the place for all arrears of slumber and starvation that had befallen me heretofore, varying this pleasurable pastime by making my appearance at stated intervals daily for the purpose of riding on my wheel for the entertainment of mine host and his liege subjects.

(To be continued.)



CHICAGO'S CYCLING RESORTS

The Bicycle Riders Have Almost Monopolized the City's Immense Parks,
but Are Made Welcome—What Has Been Done for Their
Comfort—Liberties They Enjoy

In no other city in America, or perhaps of the world, do cyclists enjoy more liberties or receive more consideration than in Chicago. Their privileges are not merely of a negative character, either, for the city and park officials frequently go to a great deal of trouble and expense for the express purpose of catering to the interests and comfort of the vast army of bicycle riders, whose united voices are seldom raised in vain against an existing evil or in favor of a reform measure. The cyclists' presence and influence are very appreciably felt in all sections of the great metropolis, and extend to every home, every trade, and every municipal office. The wheelmen's votes are eagerly sought in politics, and several valuable public improvements owe their existence to the energy and persistence of the wheeling fraternity. All this, of course, is due to the strength resulting from the union of numbers. Until some kind of a census is taken, the number of bicycles in use in Chicago can not be accurately known, but it has been variously estimated to be all the way from 100,000 to 300,000. This is as it should be, since fully one-third of all the bicycles made in the United States are manufactured within the circle described by a 100-mile radius of Chicago.

Mayor Orders a Dry Strip Left.

Mayor Harrison, who went in strong for the bicycle vote in the spring

election and feels that the wheelmen are in some measure responsible for his success, is showing his appreciation in a number of very practical ways, chief among which was his recent order to all street sprinklers to leave a four-foot dry strip on either side of the streets for the use of cyclists. The park boards claim that this does not apply to the drives and boulevards under their jurisdiction, since they are incorporated bodies operating under state charters with power to make their own regulations. The sprinklers of the city streets are also very prone to ignore the order, but the mayor has sent circular letters to all the cycling clubs of the city asking that infractions on the part of the watering cart men be reported to him in order that he may revoke their contracts. So the order promises to be a great boon to the long suffering bicycle riders.

All Vehicles Must Carry Lights.

The recently passed "wheel tax law," now temporarily in statu quo owing to Judge Tuley's injunction, also has the mayor's support, as he believes it would be a great benefit to the wheelmen as well as to the city in general, since the large revenue to be raised thereby will permit of extensive improvements in the repair and cleaning of the streets, and the registered list to be kept of the bicycles will give a fair census of the number in use and materially assist in the recovery of stolen wheels.

That part of the ordinance requiring all vehicles to carry lights after dark was declared valid and operative by Judge Tuley, and the mayor and other officials assert that it will be strictly enforced. If they abide by this decision the bicycle riders of Chicago will be especially blessed.

Will Lay Asphalt Side Paths.

The latest move of the city authorities in behalf of the cyclists is the proposition of Street Superintendent Dougherty and Commissioner of Public Works McGann to lay five-foot asphalt strips on either side of some of the downtown streets now paved with granite blocks. These will be for the especial use of the bicyclists, and the first to be laid will be on Michigan avenue to form a smooth connecting link between the North and South Side boulevards. Undoubtedly some better means of crossing that part of the city is imperatively needed, and until some permanent carriage way and viaduct or tunnel over or under the mouth of the Chicago river is constructed as a part of the Lake Front park improvements, these strips of asphalt will be a welcome relief provided the drivers of drays and wagons do not monopolize them to the exclusion of the bicycle riders, as has occurred in Philadelphia and New York.

The wheelmen do not look upon the plan with much favor, but feel that the proper course to pursue would be to cover the entire surface of these and certain other downtown streets with asphalt—a consummation they are enthusiastically working for now.

East Jackson Street Boulevarded.

All Chicagoans will remember a time last year when thousands of wheelmen and wheelwomen were displaying little yellow ribbon badges pinned to their lapels and bearing the words "Jackson Street Must Be Boulevarded." This was at a time when East Jackson street, the only

downtown east and west thoroughfare not encumbered by street car tracks, was in grave danger of passing into the hands of a street car company by the aid of the beloved common council, and it was only by this energetic move on the cyclists' part that public sentiment was sufficiently aroused to save the street as a connecting link between the West and South Side boulevard systems. The work of laying asphalt to convert the street into a boulevard for pleasure vehicles has just been completed and the street turned over to the jurisdiction of the South park board. The superintendent of the Chicago City Railway has given orders that all cable and electric cars shall come to a full stop before crossing the new boulevard, as a preventive of accidents, and the park commissioners have already begun to exclude traffic teams as much as possible.

Park Policemen Lose Their Horses.

A rather surprising move was made the middle of last summer when the South park commissioners promulgated an edict that eleven of the mounted park police should thereafter perform their duties on foot, because their horses frightened and disconcerted the cyclists, especially the feminine riders. This was quite unexpected, as no complaints had been made, although it was true that the spirited horses sometimes caused the cycling public considerable anxiety.

A long delayed improvement in the South Side boulevard system which is just now being rapidly pushed forward after attention has been directed to the necessity for it by the wheelmen, is the substitution of grooved street car rails for the common flanged rails at the crossings. Heretofore all the street car crossings have been very rough and uncomfortable to cross either on a bicycle or in a carriage. Now they are being leveled up and made smooth.

If one were to make mention of



Intersection of Jackson and Michigan boulevards—Where Chicago's boulevard system starts.

what individuals and private concerns have done for the accommodation of the cyclists he would enter upon an endless task. Suffice it to say that no café, saloon, or soda water fountain is up to date without its bicycle stand, and not a few office buildings have arranged for the storage of wheels over day in the basement, while certain progressive banks and similar institutions have fitted up cycle locks in convenient places near their entrances for the use of patrons.

Restrictions Are Not Oppressive.

Very few restrictions are imposed upon those who revel in the delights of wheeling over perfect drives and through the sinuous ways of the public's "breathing places." There are really only three which are generally enforced—those prohibiting riding on sidewalks, limiting the speed, and requiring lights at night. A somewhat peculiar condition exists, however, in that the city and each of the three park boards has its own set of rules. For instance, the city ordi-

nance limits the speed to ten miles an hour and requires that lights be carried after dark; the South park board limits the speed to eight miles and demands lights after dark, while the Lincoln park and West park boards limit the speed to six miles and insist on lamps being lighted at sunset. All the park boards prohibit riding wheels on the foot walks in the parks.

Scorching has, of course, as everywhere else, been the greatest evil the commissioners have had to suppress. This was at its height in the early part of 1896, and finding the regular park police unable to cope with the trouble, two policemen in citizens' clothes were mounted on bicycles and given instructions to arrest all scorches at sight. This has not always been an easy task, but Dan and Tom are numbered among the acquaintances of a majority of the South Side fast brigade, mostly without the formality of an introduction.

The immense parks of the city are



Grand boulevard, showing west drive, reserved for cyclists.

the natural resorts of the wheelmen and wheelwomen, and the fine boulevards which belong to the park systems and lead from the heart of town through the South, West, and North Sides are the main arteries of travel for those thousands of cyclists of both sexes who ride to and from work every day when the weather permits. On balmy evenings and Saturday afternoons and Sundays the cyclists resort to the parks in almost incredible numbers. They simply take possession of them; not, of course, to the exclusion of others, for the parks embrace 2,000 acres of ground, but in such hordes that persons afoot and even in carriages are impressed with a sense of being out of place, and the equestrian paths have fallen almost into that condition made famous by our last Democratic president. They are a quiet, orderly crowd, however, and are allowed entire freedom by the park commissioners, who only require that the usual regulations concerning speed and lighted lamps shall be observed.

Probably the most frequented and

most popular park in the city is Washington park, six miles from the business district, and reached by way of Michigan avenue and Grand and Drexel boulevards, all macadamized. Grand is a handsome boulevard, having three parallel drives separated by grass plots and rows of stately trees. The west drive is reserved by the commissioners as an exclusive bicycle path, signs "For Bicycles Only" being posted at either end. Drexel is a small park in itself, three miles long and having a fine carriageway on either side, with flowers, flowering shrubs, and a large variety of shade trees, all well cared for. Seats are provided throughout its length for the weary, and these are always well occupied on warm evenings.

At the entrance to Washington park from Drexel boulevard stands familiar old "Ye Tavern" occupied for some years by the Washington Park Club but a very popular cyclists' refreshment resort in '96. At the instigation of adjacent property holders, the mayor refused to renew the liquor license this year, however, so the place is closed now and the trade has

been largely diverted to "Old Vienna," erected this summer just outside the south limits of the park near the west end of Midway.

The "Pancake" and "Rubber Neck Point."

The Refectory, built by the park commissioners near the Garfield boulevard entrance, is the favorite congregating point of the bicycle fraternity. Here is located an uncertain shifting spot called the "Pancake," where cyclists are wont to gather of an evening by hundreds to while away the hours in pleasant converse. Here also is "Rubber Neck Point," so designated from the habit of the wheelmen and wheelwomen who lounge about with unrestrained abandon on the grass and watch the kaleidoscopic passing procession with the well known curiosity of the "rubber neck." Nothing escapes their roving eyes, from the laboring man, pushing his '89 model, to the prettiest girl that graces the most up-to-date wheel. At the Refectory are to be purchased all sorts of soft drinks, and such more substantial refreshments as sandwiches and coffee, pie, and ice cream, etc.

As showing the special accommoda-

tions for the comfort of cyclists made by the Board of South Park Commissioners, note the bicycle stands and locks erected about the building. These have been placed at each end of the Refectory and will receive and hold against theft several hundred machines at once. Attendants are constantly in charge to receive and deliver the bicycles, numbered checks being given the owners as the wheels are locked in place, and no charge being made for the service.

No doubt one very excellent reason why this is such a favored rendezvous of the bicycle riders is that there are no restrictions against lying on the grass. As is well known, no persons as a class are more languid than cyclists when they are off their wheels, and they will not long linger in a place where they can not stretch the kinks out of their legs.

The Midway at Night.

There are few more beautiful scenes than Midway Plaisance on a dark night in midsummer. Endless streams of glowing lights flow east and west upon the finest double driveway in the world, moving with the silence and grace of phantoms. Like fire-



East drive of Drexel boulevard

flies on a June evening they pursue their course swiftly, silently, sometimes confusedly, as when several streams meet at the juncture of two or more drives. This grand drive, comprising in itself no less than eighty acres of ground, and illuminated with long, symmetrical rows of brilliant arc lights, is all that is left of the Midway made famous by the never-to-be forgotten World's Fair. It is just a mile in length, and is the connecting link between Washington and Jackson parks.

tain or at the café tables. The lake shore at this point is provided with a row of settees extending all the way north to the dancing pavilion, and offers a fine view of the lake. These seats are at a premium every balmy summer evening, and a continuous row of bicycles usually barricades the broad cement promenade from the driveway. Notwithstanding the generous proportions of the drive here, this is often a congested place, pleasure vehicles of all descriptions making it necessary for the cyclists



The Washington park refectory, showing cycle checking station.

It is hardly necessary to state that Jackson park is the site of the White City, the last traces of which are now rapidly disappearing forever. Two vivid reminders of the summer of '93 still remain—the German building and the art building, the former now converted into a refectory and the latter into the Field museum.

A large room on the ground floor of the German building has been fitted with several hundred bicycle locks, and attendants are constantly in charge to care for the wheels, free of charge, while the riders regale themselves at the soda water foun-

to thread their devious ways through the maze with extreme caution.

The Speeding Oval.

A point of interest to the wheelmen, and in a large measure to the feminine devotees of the wheel, is the cycle speedway located in the extreme west side of the park. This is a popular resort of the ambitious scorcher, offering as it does the only place on the South Side where speeding may be indulged in without the risk of a policeman on horselack or in citizen's clothes on a bicycle trying conclusions with him. It is a quarter-mile oval course, slightly banked and cov-



The German building in Jackson park, now used as a refectory.

ered with gravel. Saturday afternoons hundreds of bicycle riders congregate there to look on at the impromptu sport and perhaps to take a hand in the fun, sometimes with long trousers and flapping coat tails. Many of them come to grief on the dangerous turns, but there are always plenty more to "keep the pot boiling."

May Build a First-Class Track.

Suggestions have been made to the park board that a first-class cement cycle track be constructed in the immense expanse in the south end of

the park grounds. Although the plans for the improvement of the park are in too embryotic a state as yet for any definite action to have been taken in the matter, the commissioners view the improvement almost in the nature of a necessity and the chances are good that the wheelmen will realize their hopes. It is not improbable that as the work of improving the park goes on, exclusive cycle paths will be constructed and that shelters for wheels and their riders in case of sudden showers will be erected at convenient



What North Siders have to contend with in lower Michigan avenue.

points. No organized demand has ever been made in Chicago for cycle paths in the parks. Cyclists are well content to use the regular drives if only they be afforded the protection of lights on all vehicles after dark. Whatever call may arise for cycle paths will probably come from the owners of the heavier vehicles, who look upon the increasing numbers of bicycle riders as an encroachment on their especial rights and complain bitterly of the lost pleasure of driving owing to the ubiquitous wheels.

Superintendent Foster's Views.

In this connection, a brief interview with Supt. F. D. Foster, of the South park board, will be of interest:

"As for the cyclists in the parks," said he, "they have simply taken possession of them. We have made no especial provisions for them as yet, except to place locks for wheels in the refectories with a man to receive the machines, check them, and take care of them free of charge, and to set aside the west drive of Grand boulevard for the cyclists' especial use. The plans for the Jackson park improvements are not yet sufficiently advanced for the question of a cycle race track to have been decided. The matter has been discussed, however, and I suppose it will have to come; it looks that way, at any rate. The speedway the wheelmen are using

now was constructed for an athletic field and gymnasium ground, and not for a cycle race track, but it happened to be just the right shape for speeding purposes, and the wheelmen have simply appropriated it. Of course, it is not correctly banked for racing."

When asked regarding accidents, the superintendent asserted that, considering the great number of cyclists using the parks, they were remarkably few. The June reports showed only ninety in all the parks of the South Side. He thought they were due principally to the cyclists' own carelessness and the lack of experience of many riders. When a reckless rider and one not having his machine under complete control confronted each other, there was apt to be trouble, he said.

Favors Universal Lights.

Upon the subject of universal lights Mr. Foster expressed his views as follows: "I believe every vehicle, whether bicycle or carriage, ought to carry lights at night. I always have a lamp on my buggy at night and I think it would be well if the matter could be enforced by law, but it would be an endless source of trouble if the park board were to make such a rule until it is made a law throughout the city. I do not think, however, that the carriages and buggies are the cause of many accidents, for the simple reason that the cyclists have driven them from the parks. It is a fact that there is little pleasure in driving now. Why, I went out for a drive the other evening and the bicycles darting about on all sides and in all directions made my horse so nervous that when I returned to the house my arms ached from holding him in." This was not said in a fault-finding way, but was merely given as an example of the existing

condition of things. The superintendent is a large, genial man, and evidently very friendly to the bicycle riders—in fact, it is quite probable that he rides a wheel himself, for several were to be seen standing about in the offices of the board of commissioners, one of them in a lock behind the large front door.

Garfield Boulevard and Western Avenue.

Back over Midway the cyclist doing a tour of the park system makes his way, passing once more through Washington park and making his exit at the big Fifty-fifth street entrance. This opens directly upon Garfield boulevard, another very broad double driveway having broad grass plots and rows of shade trees and lighted with arc lights at night. This leads directly west about four miles to Western avenue, which is itself improved as a boulevard as far north as the Illinois and Michigan canal, where it passes out of the jurisdiction of the South park board. At the intersection of the two drives is a sort of half-way point where it is the usual thing to stop and throw one's self on the grass for a brief rest. Here the dim glow of yellow, red, and blue lights scattered among the trees at night warn the newcomer not to intrude and interrupt the old, old story that is being told anew. The faint murmurings and aspirations only accentuate the pervading silence, and the solitary wheelman soon pulls himself together with a sigh for his loneliness and pedals on.

A small tract of unimproved ground known as Gage's park surrounds this junction of the boulevards. The steady growth in favor of this spot has given rise to a recent demand that this piece of public property be improved as a part of the South park system.

H. W. PERRY.

(To be continued.)

NEWS IN GENERAL

LOWERED THE MILE RECORD TWO SECONDS

Although he was defeated in the race for the coveted Gold Vase, J. W. Stocks is evidently not discouraged, for on last Wednesday, according to a cablegram from London, the middle-distance champion of the world cut over two seconds off the existing mile record, going the distance in the phenomenal time of 1:35½. Although the cablegram does not give any particulars of the ride, it is more than probable that Stocks was paced by an electric triplet. He has been experimenting with motor-car pacing of late, and no doubt used it to cut Platt-Betts' record.

Last Saturday, on the same track (Crystal Palace), Stocks cut the standing mile to 1:44. Continuing his ride, he did the five miles in 8:50¾, also world's record.

C. G. S.

THE GOLD VASE RACE.

Details of the Magnificent Ride of A. E. Walters—Stocks and Chase "Also Ran"—Records Broken.

London, Sept. 4.—It is pleasant to have to record the brilliant success of the Gold Vase race, which commenced last Saturday (six hours) and continued on Monday (three hours) and Tuesday (three hours). There were 8,000 spectators on the first day, 6,000 on the second, and over 3,000 on the last day, despite inclement weather on the latter occasion. Owing to pacing difficulties, Hale and Lumsden did not start. Stocks, it will be remembered, only had to score a third victory to make the valuable trophy his own. He had opposed to him, ultimately, A. A. Chase and A. E. Walters. The former had Simpson pacing at his service, while the latter shared but poorly with Stocks the Dunlop teams. Saturday proved fine, but there was a noticeable wind blowing.

Stocks led from the first mile, and had things all his own way at first.

Chase being delayed by casualties to tires and machines, while Walters made no effort to live at the speed Stocks was going. Stocks broke the world's record at twenty-three miles (1:04:17¾) and at fifty miles was well inside his own previous best of 1:41:13½ made in Paris.

Chase in Front.

At fifty-six miles Chase secured the lead, Walters being two laps in the rear, picking up rapidly. Chase continued the manufacture of world's bests, covering 58 miles, 1,325 yards in two hours, 100 kilometers in 2:07:19¾ (old record 2:07:54¾ by Huret), and at 60 miles, 1 lap, lapped Stocks, who was slowing down at this stage. Then, unfortunately, Chase commenced to experience saddle trouble which brought about his final retirement at 75 miles, 1 lap. He kept inside world's figures, however, to sixty-eight miles (2:21:41¾). Walters had meanwhile passed Stocks, and taking advantage of Chase's released pacing, he made

marvelous progress, creating new British figures to the very end. Amid the cheers of the crowd both men rode very gamely, Stocks making periodic but futile attempts to regain his lost ground. Walters covered 162 miles, 780 yards at the expiration of six hours, as compared with the 161 miles, 580 yards of Stocks.

The chief times and distances are appended:

New Records.

Mls.	Time.	Leader.	Mls.	Time.	Leader.
1..	1:57½	Stocks	†80.2	50:25½	Walters
5..	9:18½	Stocks	†90.3	13:42½	Walters
10..	18:40½	Stocks	†100.3	36:32½	Walters
20..	38:24½	Stocks	†110.3	59:29½	Walters
30..	58:08½	Stocks	†120.4	22:00½	Walters
*40.1	1:18:46	Stocks	†130.4	46:17½	Walters
*50.1	39:55½	Stocks	†140.5	09:05½	Walters
*60.2	02:44½	Chase	†150.5	31:03½	Walters
†70.2	27:27½	Stocks	†160.5	54:19½	Walters

*World's records. †British records.

Hrs.	Mls.	Yds.	Leader.
1	30	1,635	Stocks
*2	58	1,325	Chase
†3	84	335	Walters
†4	110	410	Walters
†5	135	1,240	Walters
†6	162	780	Walters

*World's records. †British records.

The Second Day.

On Monday, Walters and Stocks resumed their duel, Stocks going away with the lead. There was more wind than on Saturday, but otherwise the night was fine. Walters had the Simpson pacing. At twenty-five miles, Stocks punctured and Walters went to the front, getting inside world's figures at thirty-three miles (1:03:58½), and continuing inside to the finish. By forty miles Walters had all but lapped Stocks, and at fifty-nine miles he got clear away. Between his first passing Stocks and the finish, Walters gained no fewer than eleven laps on the holder of the vase. One hundred kilometers occupied 2:03:32, eclipsing Chase's time of Saturday. Throughout the evening Walters never wavered or eased up, and, not content with placing four miles of lead to his credit, he continued to 100 miles, which he finished in the world's record time of 3:25:53½

(former record 3:30:48½, Huret). In three hours Stocks rode 84 miles, 1,400 yards, when, of course, he retired, leaving his opponent to ride out a glorious century amid the cheers of the assembled crowd. Chief times are appended:

Second Day.

Mls.	Times.	Leader.	Mls.	Times.	Leader.
1..	2:00½	Stocks	*60.1	59:06	Walters
10..	19:08	Stocks	*70.2	20:06½	Walters
20..	38:31½	Stocks	*80.2	41:40½	Walters
30..	57:57½	Walters	*90.3	03:30½	Walters
*40.1	1:18:01½	Walters	*100.3	25:53½	Walters
*50.1	38:21½	Walters			

*World's records.

Hours.	Mls.	Yds.	Leader.
1	31	50	Walters
*2	60	770	Walters
*3	88	900	Walters

*World's records.

The Finish.

When the final stage commenced on Tuesday, Walters' aggregate stood at 250 miles, 1,680 yards, and Stocks' at 246 miles, 220 yards. The track was deluged with recent rain, but proved quite free from slip. There was a boisterous wind which made any further record cutting impossible. At the start Stocks again led, Walters keeping a safe distance behind in case of any disaster to the pacing multiplots. So the race went till at twenty-nine miles Stocks rode on the grass and dismounted. In a few moments we knew he had finally retired, the task being beyond his powers. In his aggregate score Stocks was more than four miles behind Walters. The crowd stayed on and Walters continued to ride until the officials stopped him at 8.30 p. m. when he had covered 60 miles, 1,174 yards, in 2:16:20½. His hour score was 29 miles, 885 yards, and at two hours he had covered 53 miles, 880 yards. Walters was enthusiastically cheered at the close. During Tuesday he received numerous wires from various parts of the kingdom and abroad inviting him to race. Thus ended the Gold Vase race of '97, and the Catford C. C., besides saving its trophy for another year, has made a profit on

the fixture for the first time since its inauguration. The final scores stood:

1—Walters.....	311 miles, 1,094 yards
2—Stocks.....	274 miles, 1,320 yards
3—Chase.....	75 miles, 587 yards

London County Club Suspended.

Widespread astonishment was created yesterday in London when it became known that the acting committee of the London Center of the N. C. U. had suspended the London County Club for a period of one month. The cause of this action dates back about two months, when in the century cup race at Herne Hill the club disregarded the pacing regulations of the union. The delay in the settlement is to be regretted, inasmuch as during the present month three important races have been fixed for decision under the club's management. These are the Cuca cup twenty-four, the Dibble Shield twelve, and the Hanaper's six hours (tandems). Each and all of these contests will now be postponed, causing widespread inconvenience to the intending competitors and their friends. F. R. Goodwin, for example, postponed his wedding day in order that he might ride for the Cuca cup on the 17th inst.—the date lately announced.

M. Cordang's advertised attempt on the twenty-four-hour record of Huret, which was to have taken place on Wednesday at the Crystal Palace, has been postponed for about a fortnight. This was rather lucky for Cordang, as Wednesday and Thursday were boisterously windy and wet. Cordang has been taking a final training spin, behind a tandem, over the Paris-Bordeaux course. He is now back in Paris and will start in a day or two for London.

Rational Costume Supporters to Meet.

A gathering of the supporters of the rational costume, promoted by several ladies' clubs, including the Mowbray House, L. C. A., and Yoro-shi, will take place today at Oxford,

extending over Sunday. The Viscountess Harberton will preside for the occasion, and several distinguished ladies have been invited to attend. Three prizes will be awarded to ladies wearing the most approved costumes. Skirts will not be tolerated under any circumstances on this occasion.

Folkestone was enlivened on Sunday last by a cyclists' church parade which was notable for the large number of ladies who participated. Thousands of spectators lined the route, along the famous Leas, to the church of St. Michaels, where the Rev. Edward Husband gave a recital on his orchestral organ and delivered an impressive address, referring to the great benefits cycling had conferred on the human race. The mayor and corporation were present, the church was filled to overflowing, and a liberal offertory resulted for the Victoria hospital. Outside, after the service, the mayor orated a welcome to the cyclists to Folkestone.

A Polo Match.

The bicycle polo match between the Columbia and Metropolitan teams, which has taken place nightly at the Palace this week, and will conclude this evening, has drawn many visitors to Sydenham. The play is really exciting to witness, and the wonderful command over their wheels possessed by the players, who are garbed in tights, and use Columbia bicycles with 26-inch wheels, draws plenty of applause. Until witnessed, such strokes as are made at the small ball used, from the front wheel of a bicycle, would be deemed impossible. I saw the show on Monday and grew quite enthusiastic over it.

It now appears that E. Gould has no intention of going to Paris to take up Ponscarne's challenge to him to ride 100 kilometers. The Paris journals were made the victims of an

imprudent practical joke last week by a writer from London whose ingenuity was of a poor order and ought to have exposed his object. Anyhow, a crowd went to the station to meet Gould, who came not. The paper more particularly "done" has dropped the subject like a hot cinder. My statement that Gould had gone to Paris was based on the bogus letter, translated into beautiful French and published with every appearance of genuineness. C. W. HARTUNG.

WITH THE FRENCH.

Bourrillon Defeats Arend—Morin Forced to Ride Hard by the Americans, the Terrills.

Paris, Sept. 3.—It would appear that Bourrillon has at last succeeded in breaking his long run of ill luck. Last Sunday he won the Grand Prix de Coblenz in brilliant style, defeating Arend and Heiman. The meeting was gotten up on the occasion of the unveiling of the statue of William the I and attracted some 5,000 spectators.

The surprise of the day was not so much Bourrillon's victory as the participation of Arend, the disqualified, in the race. The recent conduct of Arend at Leipsic, where, at a race meeting, he grossly insulted the officials because they refused to pay him the 1,000 marks he demanded to get up and ride in the Grand Prix—a race in which he had not even entered—had resulted in his being disqualified by the Deutsche Sportsbehoerde and excluded from all German races. Arend, nevertheless, took part in the Grand Prix de Leipsic, in the presence even of the president of the Deutsche Sportsbehoerde, who pronounced the young crack's disqualification. Why Arend was allowed to ride in spite of the German union's sentence is a mystery the Leipsic track management alone can solve.

Bourrillon won his series, semi-

final and final with an ease that gained for him round after round of applause from the spectators. In each event he won by several lengths.

Terrills Ride Well.

The presence of Morin and Nossam at last Sunday's meeting at the Vélodrome des Princes caused a large number of people to journey out to Auteuil. The ten cent seats were literally packed, but a great many empty spaces were noticeable in the grand stands.

The programme comprised a series of interesting events, and some very close and exciting finishes were witnessed. This was especially the case in the final of the race reserved to amateurs. R. Ducrocq and Ponscarne, after a long neck-and-neck struggle, crossed the tape together, the judge pronouncing a dead heat. The two "pures" fought it out the following day during training hours, R. Ducrocq winning by a small margin.

Morin won the scratch event, but it was no easy matter for him, and his partisans must have felt very uneasy when Harry Terrill challenged him a few feet from the tape and came near licking him. Morin was obliged to let all out and then he only won by the width of a tire. It is true the young Breton did not expect to meet with such energy; the suddenness of the attack surprised him and put him all out. Besides, he did not appear to be in the best of form. Morin also experienced great difficulty in shaking off Mathieu and Gougoltz in the semi-final, and Ruinart in the final. The last named, who is more in his element on a Paris track than anywhere else, and who is quite familiar with the corners and turns of the Auteuil circuit, rode exceedingly well. He led Morin into the straight and when the latter jumped, he kept on level terms with him to within a few feet of the winning post when the

winner of the Grand Prix de Paris succeeded in getting away.

Nossam Out of Condition.

Nossam must be out of all form for he was badly beaten in his heat by Bourrillon and Bob Terrill. The fact that a rider named Courbois made a sneak and forced him to make a violent effort before the final sprint, is not a sufficient reason to explain such a crushing defeat.

Bob and Harry Terrill's good showing was one of the features of the race. The two Yankees have been, up to the present, very unfortunate in their French campaign and the rounds of applause which greeted their really good performance must have sounded very sweet to them.

Limit Men Loafed.

Mathieu, from the 30-meter mark, won the 1,500-meter handicap, defeating Robertson (35) and Rouquette (45). These contests in France resemble more a scratch race than a handicap. In the majority of the series, the limit men obstinately refuse to take advantage of their leads, and on the other hand, the scratch men just as obstinately insist in catching up to the leaders much too soon and are "baked" long before the finish. As to the famous handicap for multicycles, the result was not the one expected. The quads were given too big a start and nothing but quads qualified for the final. The only interesting part was the final which was hotly disputed by four teams and which resulted in a victory for the Borderie combination, the celebrated Cabaillot team finishing last. Great things were expected of the electric triplet, but the gear went wrong at the start and it could not compete. After the meeting it came out and covered four kilometers in the exceedingly fast time of 3:42½.

The superb performance of Walters in the Gold Vase race has at-

tracted the attention of French track owners, and it is probable that a Huret-Walters match will be the next sensational event in Paris. The two cracks have been approached on the subject and it is probable that they will meet at the Vélodrome de la Seine on the 12th of September. The race will be over a distance of 100 kilometers.

The brothers Terrill have issued a challenge to race Morin, either separately, or in a three-cornered match, by points, or any distance the French crack likes to name. Morin has agreed to race H. Terrill for "love," but he will only consent to ride against his brother Bob for a stake of at least 500 francs.

Arend, who was recently disqualified by the Deutsche Sportsbehoerde, has just had a very disagreeable surprise. The International Cyclists' Association has issued a notice forbidding all confederations affiliated to the I. C. U. to allow Herr Arend to race on their tracks until further notice. The hot-tempered young German will now have to watch his fellow riders race from the grand stands and take a rest for a time, whatever may be his desire to have a finger in the pie. J. H. COLEMAN.

FROM KANGAROO LAND.

Green, the Englishman, Showing Remarkable Form—New Racing Rules—Track Wheels Barred on the Road.

Wellington, N. Z., Aug. 12.—J. Green, the Englishman, who is now rapidly rounding into form, won the ten-mile international scratch race at the Melbourne jubilee sports, Walne and Body following him closely. Body tried to kill his two rivals by putting in a two-lap sprint at the finish, but the Englishman and the Queenslander kept his wheel, and beat him in the final sprint. The New Zealander, however, got home first in the five-mile scratch race, with

A. A. Middleton and Walne in the places. Walne got his turn in the mile international scratch race, Body finishing second, and T. Relph, the English rider, third. Relph, however, protested the New Zealander for fouling him, the protest being upheld and Relph awarded second place, with A. A. Middleton third. Don Walker, who seems to have quite recovered from his recent attack of typhoid fever, appropriated the one-mile handicap and the Jubilee handicap from the 10-yard mark in both races, Green, on scratch, securing third place in the mile event.

"Plugger" Martin, who is still holiday-making in New Caledonia, is reported to have on hand a match with two riders in Noumea for \$500 a side. The American should be in rattling good form for the next big Australian season after his prolonged holiday.

The Road Championship.

The twenty-five-mile road championship of Victoria, which A. A. Middleton won so easily last year, was last month annexed by J. Green, the English professional, Middleton just being beaten for second place by a rider named Rodgers. Middleton again rode splendidly this year, but an accident to his brother broke up their pacing arrangements somewhat. The Australian, however, kept with Green until a hundred yards from home, when the latter shot out and won. The course was an out and home one and Green's time for the distance was 1:13:00, more than three minutes less than Middleton's time last year.

Regulating Entry Fees.

Among the rules which have been recently passed by the council of the League of Victorian Wheelmen, and which are to come into force on September 1, is one providing for the amount of entrance fees to be charged in proportion to the value of the

prize money, and also the proportion of first, second, and third prizes. In every case where the total prize money for any one event exceeds \$250, such prize money shall be allotted in the proportions (or as near thereto as practicable) of sixty per cent of the total prize money for first prize, thirty per cent for second, and ten per cent for third. The rule providing for the amount of entrance and acceptance fees to be charged by race promoters is as follows:

Where value of prizes does not exceed	Entry fee not to exceed	Acceptance not to exceed
\$50.....	\$ 36.....	\$.24
75.....	36.....	.24
100.....	48.....	.24
125.....	48.....	.36
200.....	60.....	.48
250.....	60.....	.60
300.....	72.....	.60
500.....	1.20.....	1.20
Over 500 and under		
1,000.....	1.80.....	1.80
1,000 and over.....	2.40.....	2.40

By the above it will be seen that the amount of entrance and acceptance fees in proportion to stakes has been considerably reduced. Racing men will no doubt welcome the above, as hitherto, owing to the large fees extorted, the far-famed Australian wheel races with their big prizes in money were nothing more nor less than sweepstakes. The entrance money for the big race—the Sydney cup—at the new South Wales League's November carnival is \$5. It is a pity such a system as the above is not in force throughout Australia.

Limiting the Field.

A rule limiting the number of riders in races upon tracks of a stated size will also come into operation in Victoria next month. For every race the distance of which does not exceed five miles the following will be the maximum number of competitors allowed to start in such race: For a track under fifteen feet wide, six competitors; for a track fifteen feet or under twenty feet wide, eight competitors; for a track twenty feet or under twenty-five feet wide, ten com-

petitors; for a track twenty-five feet or over, fifteen competitors.

The number of competitors above specified can not be exceeded without the sanction of the council of the league. The rule does not apply to any race which is not a trial of speed. The rule further provides that no track shall be officially recognized, so far as records are concerned, unless it has been properly measured and duly certified by a competent surveyor, the measurement of the track to be taken from a line not less nor more than twelve inches distant from a well-defined and continuous inner curb or circle, marking the smaller circumference of the track.

Track Wheels Barred From the Road.

Recent road-racing accidents in Australia, two of which have ended fatally, have had a warning effect, and the Victorian league has now prohibited machines of a lighter weight than twenty-three pounds being used in road races run under its rules, and has also debarred the use of racing tires in road races. Such a measure was absolutely necessary, owing to the increase of the suicidal practice of riding track racers in road races. The clause relating to the tires to be used is equally important. The race track is the place for the light tire, but when used on the road its smallness of diameter does not save the machine sufficiently from the jolting caused by the unevenness of the surface.

W. CASTLE.

RACED ON ORDINARIES.

Caldwell, Berlo, Albert, and Neilson Compete at Boston—McDuffie Tries for the Mile.

Boston, Mass., Sept. 13.—The most interesting feature of the race meet at the Charles River park Saturday afternoon was the high-wheel race between some of the old-time stars. When the riders pulled up to the

tape at the start-off, Starter Peck asked them how the air was "up there." In giving the men warning in reference to how the race was to be ridden, he remarked that if any rider punctured his tire they would come back and start over again. This remark brought forth laughter, and when the pistol shot announced the start of the ordinary race the spectators, one and all, began to laugh and kept it up to the finish. Frank Mayo, on a high wheel, was put out to furnish pace, something the high-wheel riders of long ago did not have. The men to start in this race were: H. E. Caldwell, of Manchester; Robert Neilson, of Cambridge; Frank Albert, of New York, and P. J. Berlo, of Boston. Neilson was the first to get the pacemaker, and the riders fell into single file, making an antique and unique sight for the interested spectators. This position they held until near the finish of the second lap, when Neilson went to the rear. At the gong, Berlo was seen to move up, closely followed by Caldwell, who went past Berlo upon entering the turn to the homestretch. They had a fierce fight for first place coming down the homestretch, but Caldwell beat the veteran high-wheel rider out by ten feet, having made the mile in 2:54½.

McDuffie After the Mile.

The attendance was marred on account of the rain just previous to the races being called. About two o'clock a heavy wind sprung up which did not die during the afternoon, therefore McDuffie was unable to lower the world's mile paced record against time, the time he made for the mile being 1:40½. He went the first quarter in :24½, which would have brought the time down to about 1:36 had he been able to keep up the pace the entire mile. He had two sex teams of fine men to pace him, but it was simply impossible against so strong a wind on the backstretch.

The first race on the programme, the half-mile open, amateur, was somewhat of a fizzle in the trial heats, yet in the final quite exciting. The time limit was 1:10 with no run over and the time made by the winner, Jim Urquhart, was 1:02 $\frac{1}{4}$. The first heat of the mile open professional brought disaster to Watson Coleman who fell and received injury to the face on the first lap. Two other riders went down with him but escaped with but slight injury.

The mile tandem handicap, professional race, was run in one heat, and the standing record came very near being shaved slightly. It would have been lowered had there been no wind. Fowler and Plaintiff, the scratch men, recently joined the "pro" ranks, and covered the mile in 1:56. The race was a hotly contested one, and teams changed positions several times during the contest.

Summaries.

Half-mile open, amateur; final heat—James Urquhart, first; J. P. Clark, second; W. B. Donis, third. Time, 1:02 $\frac{1}{4}$.

One-mile open, professional; final heat—W. S. Reynolds, first; F. A. B. Pettis, second; T. P. Sullivan, third; F. B. Fowler, fourth. Time, 2:15 $\frac{3}{4}$.

One-mile handicap, amateur; final heat—C. Hargroves, 70 yards, first; C. E. Prescott, 50 yards, second; L. D. F. Marston, 40 yards, third; J. P. Clark, 40 yards, fourth. Time, 2:20 $\frac{1}{4}$.

One-mile tandem handicap, professional; final heat—Caldwell and Jackson, 65 yards, first; Mayo and Saunders, 50 yards, second; Fowler and Plaintiff, scratch, third. Time, 1:55.

One-mile tandem handicap, amateur; final heat—Kimball and Marston, 75 yards, first; Quinn and Jacobs, 70 yards, second; Urquhart brothers, scratch, third. Time, 2:01 $\frac{1}{4}$.

One-mile ordinary, professional—H. E. Caldwell, first; P. J. Berlo, second; Frank Albert, third. Time, 2:54 $\frac{1}{4}$.

One-mile paced exhibition against time for world's record, by Eddie McDuffie. Time, 1:40 $\frac{3}{4}$.

GEO. W. BULL.

TWO DAYS AT HILLSBORO.

Good Racing on a Bad Track—Maish Wins His Match With McIntire—Interesting Amateur Events.

Cincinnati, Ohio, Sept. 13.—The two days of racing given by the Business Men's League, of Hillsboro, last week, were very successful. The races were run on the half-mile dirt

track of the county fair grounds. The weather was good for record work but the track was in very bad condition, which accounted for the rather poor time that was made. The attendance at the first day's races was about 2,000 and the events were well received.

The chief feature of the day's racing was the professional match race between A. R. Maish, of the White team, and P. McIntire, of the Cleveland team. The distance was one-half mile and the conditions were best two in three heats, unpaced. Maish won the first heat after a hard fight down the stretch. He was beaten in the second heat, however, by a very few inches, McIntire just forcing his way across the tape at the last moment. The final heat was the finest exhibition ever seen in Hillsboro. Coming down the stretch the two men were neck and neck and appeared to be tied together. They held the same positions as they crossed the tape and it looked like a dead heat. The judges, however, declared Maish the winner.

In the professional five-mile open McIntire proved to be an easy winner, as he crossed the tape fully twenty feet to the good.

The two-mile amateur handicap was most interesting. William Hill had a severe fall on the fourth lap and by the time he was straightened out and remounted, the bunch was almost a half a mile ahead. He gamely renewed his work, caught the bunch, and landed a third prize.

Second Day's Racing.

The second day was, if possible, better adapted to racing than the previous day, and the attendance was about 5,000. Many new riders arrived early in the morning and this materially added to the second day's racing. Ed. McKeon, of the Dayton team, was touted to be the winner of all the professional events, but Conn Baker took both the two-mile open and two-mile lap race in grand style.

The finest races of the day were seen in the amateur events. In the ten-mile handicap, Stanley Keplar was on scratch, his nearest man being C. Beatty, winner of the previous day's handicap. Keplar looked like a sure winner, as he appeared to be the strongest rider, but coming down the stretch in the final lap Beatty challenged him, and after one of the hottest fights down the straight, beat Keplar by a wheel.

In the ten-mile open, Custer was a length to the good, and about ten yards from the tape, when his trainer jumped onto the track and coached him. Upon a protest being filed, the referee allowed it and disqualified Custer.

First Day's Summaries.

Five-mile novice—H. Chaney, first; C. Denham, second; William Vance, third. Time, 15:06½.

Half-mile, professional, match race, unpaced; first heat—A. R. Maish, first; P. J. McIntire, second. Time, 1:16½.

One-mile, amateur—B. Hodson, first; E. Kuedler, second; R. Vance, third. Time, 2:37½.

Match race; second heat—P. J. McIntire, first; A. R. Maish, second. Time, 1:16½.

Ten-mile handicap, amateur—C. Beatty, 120 yards, first; O. L. Custer, 600 yards, second; W. Hill, 360 yards, third; T. Barger, 480 yards, fourth. Time, 30:04½.

Match race; final heat—A. R. Maish, first; P. J. McIntire, second. Time, 1:06½.

Five-mile, professional—P. J. McIntire, first; A. R. Maish, second; Starling Trimble, third. Time, 13:17½.

Second Day's Summaries.

Ten-mile, amateur—O. L. Custer, first; W. Hill, second; P. Cheney, third; Oscar Skeen, fourth. Time, 29:28½.

Two-mile lap, professional—Conn Baker, 10 points, first; E. D. McKeon, 9 points, second; P. J. McIntire, 4 points, third; A. R. Maish, 2 points, fourth. Time, 4:57½.

Ten-mile handicap, amateur—C. E. Beatty, 80 yds, first; S. Keplar, scratch, second; W. Hill, 360 yards, third. Time, 29:05½.

Two-mile open, professional—Conn Baker, first; E. D. McKeon, second; P. J. McIntire, third; A. R. Maish, fourth. Time, 4:58½.

C. F. W.

NEW YORK NEWS NOTES.

Makers of Chainless Wheels Will Support Racing Teams—The Michael-Lesna Match at Manhattan Beach.

New York City, Sept. 13.—According to one of the amateur racing men, the manufacturers who place chainless wheels on the market next year will support racing teams in order to

prove the virtues of their wheel. He claims he has been negotiating with one of the manufacturers to ride one of the wheels next year, and he is not to be the only man on the team. When the chainless first made its appearance in Europe, fast racing men were mounted upon them and sent for records, and that their rides have made a good impression upon the public can not be shown better than by the excitement and discussion which was caused by Huret's record breaking twenty-four-hour ride of 565 miles. Taking this into consideration, it is barely possible that manufacturers will take more interest in the racing game next year than they have during the present one.

Michael-Lesna Match.

When Lucien Lesna and Jimmy Michael come together at Manhattan Beach on September 25, it will be for a thirty-three-mile race, paced by sixty-four pacemakers and certain to prove one of the greatest contests that has ever been held in the country. That the metropolitan public is interested in this style of racing was proved when Michael and Starbuck came together and the crowds tore down fences in order to reach the scene of the contest. Should the ocean breezes, for which the track is noted, decide to take a day's vacation, it is not unlikely that Stocks' hour figures will be beaten.

The Tricycle Among Records.

The tricycle has come in for record breaking, owing to the performance of Edward B. Edwards who traveled 350 miles in thirty-five hours on the three-wheeled machine last week. Tricycle records are common enough in England, but this is about the first road record to be made on such a machine in this country. Edwards is an Englishman and wanted to prove that good time could be made on such a vehicle. It was a Tinkham machine weighing about 32 pounds

and geared to 70, and he covered a route through Jersey, New York, and Long Island.

Quakers a Little Slow.

Philadelphia is planning for an eight-cornered race to duplicate the great New York race of September 18, at Manhattan Beach, to be run in heats of two, in semi-finals of two, and in a final with but two men up. Philadelphia was just a little bit slow in planning for such a contest and should have applied to Tom Eck, as did the American Cycle Racing Association—Messrs. Brady, Powers, and Batchelder. Eck has been trying for years to bring about such contests, but never succeeded until he struck the New York promoters. Now the contest has been made fashionable and all will be smooth sailing. Philadelphia will take the eight leaders in percentages as indicated by the thermometer, in all probability, and will run them in a contest for September 25, the day following the Washington National circuit meet and preceding the Trenton meet which inaugurates the special car trip of the circuit chasers.

Hamilton's Intentions.

W. W. Hamilton, the ex-mile record holder, will meet Frank Starbuck in a five-mile unpaced race at Philadelphia, September 18, and will then meet McDuffie in a series of three mile heats at Boston, September 25, the races being paced. Hamilton will go west after that in charge of C. R. Coulter, his manager, under whose care he will try for the unpaced records from the quarter to the mile. Hamilton is riding a Lindsay and is going great guns. With Loughhead and Coulter, he rode a pace-and-pace-about mile at Springfield in practice in 2:02.

Arthur Gardiner's record bee buzzed merrily until he heard of that mile of J. W. Stocks, in 1:35½. The bee is still there, but its wings have

been singed. Gardiner will go for records in December in the south and has practically completed his arrangements. He may not follow the circuit much after October 1, as he is anxious to get south and return before Christmas. A. R.

LOUISVILLE ON THE CIRCUIT.

The Auditorium Track Secures Two Days on the Extension—Sidwell's Amateur Standing Questioned.

Louisville, Ky., Sept. 13.—Daniel Quillp, proprietor of the Auditorium electric light track, has made application for and has been granted a sanction for a two-days' meet in the extension of the National circuit. October 12 and 13 are the dates selected, which will give ample time for the riders to reach Paducah, Ky., the next town on the circuit, on the 14th. The races will be held at night with seven races each night, three professional and four amateur races, with a prize list of \$1,500. The races will be under the management and supervision of Prince Wells, which is a sufficient guarantee that nothing will be left undone to make the meet a success.

An Injustice to McDonald.

The prizes of the Labor day meet have all been paid and delivered, and Rod J. McDonald has just cause in being incensed at the actions of some of the racing men. The entry blanks stated that all prizes for amateur events would be delivered on the following morning at ten o'clock. After the race meet, the men waited around the track for quite a while to get an order for the prizes won as has been the custom at all local meets, but they were not given out as McDonald had the scorer's report of the races and intended to deliver the prizes himself. Finally one of the men asked him for his prizes and was told to call the next day at the hotel.

After his conversation he came to

Mr. Foltz and appealed to him in the presence of Bearings' correspondent to assist him in getting his prizes, but did not tell the latter that the entry blank gave the promoter the privilege of waiting until the next day. Harry Hayes, the little trick rider from Cincinnati, in the presence of A. L. Ray, of the Outing branch, stated that he had been promised \$25 but had only received \$12. He has since acknowledged the receipt in full of his claim. When McDonald heard that the boys had appealed to Mr. Foltz, he delivered the prizes uncalled for by the amateurs. While the article was unjust, as later developments show, it was a plain statement of the facts as they occurred on the day of the race meet.

Sidwell in Trouble.

The meet was an unfortunate one for Harry Sidwell. Mr. Foltz could not see how he could afford to go away from home with a trainer, a quad, and three pacemakers simply to get a record that could be gotten at his home. The answers received were not at all satisfactory, so the matter will be investigated by the board. He did not get the record that he attempted, either.

J. W. B.

A BIT PREMATURE.

The Canadian Wheelmen's Association Denies the Alliance With the Pacific Coast Secessionists.

Toronto, Can., Sept. 11.—The report of the recognition of the California Associated Cycling Clubs by the Canadian Wheelmen's Association, as reported in the last issue of Bearings by its San Francisco correspondent, is hardly in accordance with the facts. At a recent meeting of the C. W. A. executive, held in this city, communications from the British Columbia branch of the C. W. A. and from the Associated Cycling Clubs were received and con-

sidered. While several members of the executive entertained considerable sympathy for the Pacific coast wheelmen, it was felt that nothing could now be done toward the recognition of the new cycling association.

The C. W. A. and the L. A. W. have at present a mutual arrangement whereby each others' suspensions are recognized, and the Canadian association feels that it can not keep faith with the L. A. W. and still recognize the Pacific coast league. Action in the matter was deferred until the L. A. W. officials could be communicated with, to see if some arrangement could not be arrived at whereby the difficulty might be gotten over. It is understood that the International Cyclists' Association has been appealed to by the seceders and the action of that body will no doubt regulate the course which will be taken by the C. W. A. The report of the situation as published last week is at least premature, although it no doubt indicates the feeling which the British Columbia members of the C. W. A. have in the matter.

W. N. IRWIN.

IN BRITISH COLUMBIA.

The California Secessionists Help Their Canadian Brethren to Run a Successful Race Meet.

Victoria, B. C., Sept. 4.—The race meet held in this city was very well attended. The best racing men from California, Oregon, Washington, and this part of British Columbia, participated, though the Americans proved too speedy for their Canadian cousins. The weather was very clear, but a little cool, and the track was in very fine shape, as a glance at the summaries will show.

In the one-third-mile professional, Allan Jones, the speed-merchant from San Francisco, lowered the Canadian record by three-fifths of a second, covering the distance in :44½. Sev-

eral British Columbia records were also broken by the Californians.

There was only one accident and that took place in the two-mile professional handicap, when several riders fell, but nobody was severely injured.

Johnny Wing, of the Olympic Club Wheelmen of San Francisco, was the star performer in the amateur events, and Percy Mott, of Oakland, California, and Watt Shipp, of Salem, also did some excellent work in the races for this class.

In the one-third-mile professional race, Allan Jones secured first place from Otto Ziegler by half a wheel's length, and about the same distance separated Ziegler from Vaughn, the San Diego, Cal., crack. The time, :44½, is Canadian record.

The mile race for professionals was a very hot race and was won by Otto Ziegler. The race for second place between Hardy Downing and George Sharrick was a pretty one, the San Jose boy winning by inches. Sharrick shows wonderful improvement over his riding of the first of this year and with a little more experience will be equal to the best of the Californians. The time for the mile was 2:06½.

Summaries.

Two-thirds-mile, amateur—J. E. Wing, first; Watt Shipp, second; Percy Mott, third. Time, 1:36½.

One-mile open, amateur—Frank Cotter, first; Shipp, second; Mott, third. Time, 2:29½.

One-third-mile, professional—Allan Jones, first; Otto Ziegler, second; Vaughn, third. Time, :44½.

Five-mile, amateur—J. E. Wing, first; Mott, second; Cotter, third. Time, 13:00.

One-mile, professional—Otto Ziegler, first; Hardy Downing, second; George Sharrick, third. Time, 2:06½.

Two-mile handicap, professional—Sharrick, first; H. Downing, second; D. E. Whitman, third. Time, 4:36.

S. B. V.

HORSE APIECE.

Earl Kiser and Two Running Horses Have a Hot Race at Columbus—Fast Time Made.

Columbus, Ohio, Sept. 11.—The great race between Dayton's pride and the fastest team of running horses in the world is over, but the result is

left in doubt, as but two heats were run, the man winning one and the horses the other. The Columbus driving park was never before the scene of such speed, and Earl Kiser, the star of the Spalding team, has gone on record with a mark never before equaled. Horsemen were inclined at first to believe they had a soft snap, but young Kiser has demonstrated that it is extremely doubtful whether a team driven to a skeleton wagon can make better time than a bicycle, with such a champion as the propelling power.

The track never was in finer shape, and the weather was perfect for a record breaking trial. The crowd was not what it would have been had there been more time for advertising the event, but the receipts were sufficient for all expenses and a nice little sum besides. Those who were there saw the fastest mile ever ridden in competition by a bicycle rider, and the fastest half-mile ever made by a team of running horses. In addition to this, the managers presented a very interesting programme of amateur and professional events.

The Great Race.

When all was in readiness for the great race, Kiser mounted his wheel and tacked onto the quint, manned by Johnson, Seaton, McKeon, and Gloriox. They took it leisurely for a half mile, but when they came into the stretch they were moving. Near the distance stand Fred Cox was seated on his wagon, to which was attached Alad and Bascom, the horses that had been carefully trained for the trial. The horses started too soon, and when they left the wire the quint was several lengths behind. At the call Cox pulled his team to the outside, but he could not hold them. As the big machine with Kiser close in its wake, came alongside, the race was on. At the quarter, cyclists and horses were on even terms, having made it in :28. The

sight down the backstretch was thrilling in the extreme. First the horses were in the lead and then the cyclists, but at no time was the distance more than a few feet.

The half was made in :55. Then the pace grew faster, and the third quarter was covered in :26, and as the final stretch was reached a sight was presented that will never be forgotten. The men on the quint were digging hard, while Kiser was in splendid shape. The horses, with necks extended and nostrils dilated, were responding nobly to the demands of their driver. At the seven-eighths pole they were even, but here, by a supreme effort, Kiser threw himself on his pedals and, by a wonderful sprint, passed his pacemakers and crossed the tape only a few feet ahead of the horses, the team beating the quint under the wire. The time was 1:47 $\frac{3}{4}$, but as the horses got away in advance of Kiser, it is estimated that his actual time is 1:46. A rousing cheer greeted the rider when his wonderful time was announced.

The Second Heat.

The second heat by agreement was a half-mile, and in this the horses again got away too quickly, and in the short distance the cyclists were unable to make up the time. The quarter was reached in :25 $\frac{3}{4}$, the team finished in :52, thus breaking the record for running horses to harness for that distance. Kiser could not pass his pacemakers, but all finished closely bunched. Cox was unable to stop his team and the horses run two miles and a half, thus unfitting them for further work. The race will be finished Wednesday of this week at Dayton, when half-mile heats will be run.

Summaries.

Quarter-mile, amateur—Beatty, first; Robbins, second; Cummings, third. Time, :33 $\frac{1}{2}$.

One-mile, professional—Seaton, first; Haskins, second; McKeon, third. Time, 2:18 $\frac{1}{2}$.

One-mile, amateur—J. D. Brook, first; Dan Shirley, second; Worth Cummins, third. Time, 2:29.

A. D. T. mile handicap—Willing, scratch, first; Zimpher, second; Jacks, third. Time, 2:43.

A. D. T. two-mile—Willing, first; Zimpher, second. Time, 5:31.

Half-mile tandem, against time—J. D. Brook and Fred Johnson. Time, :58.

Half-mile triplet, professional, against time—Haskins, Baker, and McKeon. Time, :50.

Half-mile triplet, amateur, against time—Nicholson, Reid, and Hedges. Time, :53.

O. M. C.

NEW AMATEUR MARK.

H. G. Gardiner, a Philadelphian, Does a Mile in 1:43 2-5—A Willow Grove Meet.

Philadelphia, Pa., Sept. 12.—The world's amateur record for the mile paced was broken at Willow Grove track yesterday, when H. G. Gardiner, of this city, succeeded in bringing the figures down to 1:43 $\frac{2}{5}$, beating by 3 $\frac{1}{5}$ seconds the former record of 1:46 $\frac{3}{5}$, made at Cincinnati, by H. M. Sidwell. Gardiner made but the one attempt, and with only two triplet teams to pace, it did not seem possible for him to beat the world's record. The trips were manned by good men, however, and while at no time could they shake Gardiner off, their work was excellent. The weather conditions, too, were perfect and were even better than when Arthur Gardiner, of Chicago, made his fast mile at the National meet. The air was in a dead calm when Gardiner made his attempt and not even the slightest suspicion of a breeze was blowing.

Clift, Shomo, and Fagan composed the team that took Gardiner his first half-mile. Both machines flashed across the tape almost as one, Gardiner holding the rear wheel of the triplet. He could not be shaken off and kept shouting for more pace. The half-mile post was reached in :50 $\frac{1}{5}$. Here the second triplet, manned by Wigmore, Rogers, and Wallen, took up the pace. It was a pretty pickup, although it might have been a little faster. The men soon settled down to work, however, and covered the second half in :53 $\frac{1}{5}$,



H. G. GARDINER, HOLDER OF THE AMATEUR MILE RECORD.

the last quarter being done in :26 flat. Gardiner did not attempt to sprint at the tape, but kept his position at the rear of the triplet. When the time was announced the crowd fairly went wild. Gardiner and his pacemakers were congratulated on all sides, and the plucky rider was fairly carried to his dressing room.

Following Gardiner's trial, B. B. Stevens, a local fast man, tried for the world's professional mile record, but failed, 1:46 being the best he could do. The pacemaking was very poor, the two triplets being insufficient for fast work.

Starbuck Wins the Ten-Mile.

In the competitive events Frank Starbuck carried off the honors by winning the ten-mile handicap. He was alone on scratch, Will Sims, of Washington, on the 40-yard mark, being his nearest man. Church, Fred Sims, and Carroll Jack were down to start from 25 yards, but were excused. Charlie Ashinger, with 500 yards, was the limit man. He almost lapped Starbuck and Sims

at the start, and it really looked like a hard race for the two cracks.

For the first four miles the leaders kept plugging away for all they were worth, Starbuck and Sims having made no perceptible gain. In the fifth and sixth miles, however, the leaders showed some signs of that tired feeling and Starbuck began to close in, gaining gradually on every lap. Finally on the last lap of the seventh mile he was but fifty yards behind, and bending over his bars sprinted and caught the bunch before the tape was reached. After that Starbuck had everything his own way and rode carefully until the last lap. Then in the backstretch he led out a strong sprint for the tape and was never headed, winning by six feet with Henzel second. Sims had also caught the bunch with Starbuck but fell into a bad pocket in the finish and failed to score.

The Triplet Race.

In the five-mile triplet race W. A. Wenzel and the Turville brothers had everything their own way. Starting

from the 100 yards post they were never headed by the scratch team, Starbuck, Church, and McCurdy, and won with ease in 9:55.

Summaries.

One-mile open, professional—Fred Sims, first; W. Sims, second; J. T. Colgan, third. Time, 2:16½.

Third-mile open, amateur—J. P. Rogers, first; C. C. F. Schwartz, second; J. B. Clift, third; J. B. Kusel, fourth. Time, :45½.

Five-mile handicap, triplet race—Wenzel and Turville brothers, 100 yards, first; Manger, Boone, and Dippy, 200 yards, second; Church, Starbuck, and McCurdy, third. Time, 9:55.

One-mile handicap, professional—W. Sims, 15 yards, first; Fred Sims, scratch, second; J. T. Colgan, 15 yards, third; C. H. Henzel, 50 yards, fourth. Time, 2:16½.

One-mile handicap, amateur—J. P. Rogers, 50 yards, first; J. B. Chalfant, 20 yards, second; J. B. Clift, 40 yards, third. Time, 2:11½.

Ten-mile handicap, professional—J. F. Starbuck, scratch, first; C. H. Henzel, 225 yards, second; J. T. Colgan, 300 yards, third; R. Weir, 475 yards, fourth; W. S. Ray, 425 yards, fifth. Time, 24:08.

G. M. D.

CANADA'S BIG ROAD RACE.

Over 200 Starters in the Annual Event—
McLeod Wins the Professional
Championship.

Toronto, Canada, Sept. 13.—The big Canadian road race, which is now an annual event, was held on Saturday afternoon over the celebrated Woodbine track and Kingston road course. For the past three years this annual event has been conducted under the auspices of the Royal Canadian and Tourist bicycle clubs of this city. Additional interest was added this year owing to the contest for the twenty-five-mile professional championship of Canada being on the card and by the fact that the prizes were the most valuable which were ever offered at any similar event heretofore held on the course, and included two \$500 pianos, which were given as first time and place prizes, respectively.

About 4,000 spectators were present when the first track event was called. Only four riders were entered, Angus McLeod, Harley Davidson, Chris Greatrix, and H. F. Carmen, with Gordon, Tucker, and Boake as pace-makers. The first mile was done in 2:27½ with Greatrix in the lead,

which he maintained until the last lap, when McLeod spurred, closely followed by Harley Davidson, with Carmen third and Greatrix last. Davidson claimed a foul and protested, stating that McLeod had jockeyed him in the stretch, but the protest was not entertained and McLeod was awarded the race, the time being 1:00:17½.

The Road Race.

For the road race 207 riders faced the starter. The limit men had 10 minutes and all the riders were sent away without any mishaps or spills. All sorts and conditions of men were in line. There were boys in their teens, old men, married men, and fat men, special prizes being offered for the fastest representatives of the two last named classes. Many of the riders had provided themselves with strange devices to refresh themselves on the journey, not a few were supplied with water cans, others had lemons and sponges tied round their necks, while one enterprising individual was provided with a bunch of bananas, securely fastened to his person. All sorts of racing suits were in evidence and pianos, bicycles, and silverware floated before the vision of each rider.

Won by Johnson.

W. H. Johnson, the limit man, was the first to get away from his class and took the lead shortly after leaving for the road, and was never headed, finishing first and securing one of the pianos. As usual the position of the riders was telegraphed to the track and announced to the interested crowd. The scratch men had hardly left the gate, when the position of the limit men was wired to the track, and during the progress of the great race, the liveliest interest was kept up. The riders arrived in bunches until 165 had crossed the tape, the last man to finish being M. Armstrong, who thereby became entitled to the booby prize. D. McEchran won the fat man's prize, and

the married man's trophy became the property of H. Nugent, who finished third. The time made is a record for this race, the best previous time made in this big road competition was that made last year.

Graves Wins Time.

On Saturday, however, the time was lowered by Fred Graves, of St. Catharines, to 58:23. Graves started from scratch and finished eighty-sixth. The following men who started from the scratch rode the distance under one hour:

1—F. J. Graves, St. Catharines.....	58:23
2—A. H. Oake, R. C. B. C.	58:27
3—L. Bounsall, R. C. B. C.	58:30
4—John Davidson, Toronto.....	59:11
5—T. W. Barnes, Hamilton.....	59:14

A handsome secretary was given as a prize to the club whose team was first in. This was won by the Ramblers. It should be remembered that this club also won the Dunlop trophy three weeks ago.

Altogether the road race was the most successful ever held in Canada, and as each year witnesses the time for the course being lowered, it may be accepted as a fact that these contests do considerable toward developing the speed and energies of the riders. No serious accidents occurred, notwithstanding the large number of riders engaged in the race. A light shower early in the day laid the dust, and the afternoon was all that could be desired.

W. N. IRWIN.

CHICAGOANS THREATENED AGAIN.

Chicago, Sept. 15.—This city is threatened with more bicycle legislation. Disappointed by the failure of the Martin vehicle tax ordinance, Corporation Council Thornton has had a new bill drafted in his office for the regulation and taxation of bicycles, leaving other vehicles entirely out of the question. The proposed ordinance is to be presented at the next meeting of the common council as a

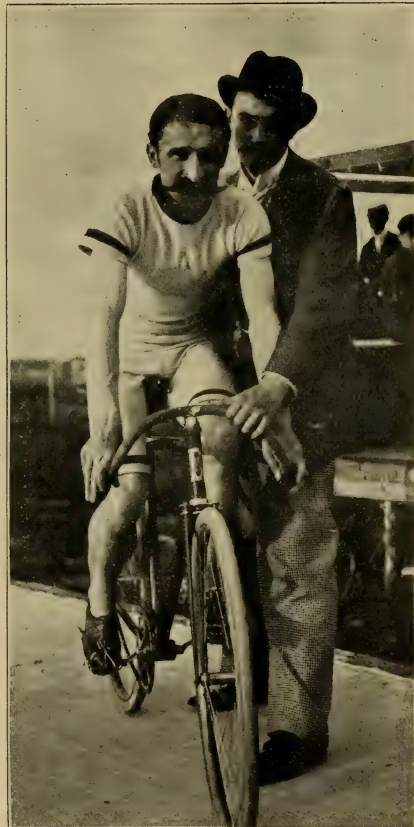
police measure. It contains the following provisions:

1.—Every bicycle used upon the streets and public ways of the city must be registered and marked for identification, otherwise the rider is guilty of a misdemeanor and liable to a fine.

2.—Every person owning a bicycle, except those held for sale in the ordinary course of business, shall register the same with the city clerk under his true name and address, and cause the same to be marked for identification.

3.—Every person injured by a cyclist, or any police officer, may demand from the rider of the bicycle the registered number of the machine, and any person refusing to give such number shall be guilty of a misdemeanor and subject to a fine.

4.—Any person injured by a bicycle, or any witness of such accident, or any police officer, shall have the right to examine the machine to ascertain the registered number thereof.



G. RIVIERRE,

THE FRENCH LONG-DISTANCE RIDER, NOW IN AMERICA.

5.—Every owner of a registered bicycle shall be held responsible for all accidents and negligent use of his or her wheel, by whomsoever used, unless the owner can prove that the machine was used without his or her consent, or shall disclose the true name and address of the person so using the wheel.

6.—Every bicycle ridden on the streets of the city shall carry a lighted lamp between the hours of sunset and sunrise, failure to do so being a misdemeanor punishable by fine.

7.—Every multiple machine, in addition to a light, shall carry a clearly sounding bell.

8.—Speed shall be limited to eight miles an hour within two miles of the city hall.

9.—The city clerk shall collect a fee of \$1 from every bicycle registered and shall issue a tag or badge, bearing a registered number, to be attached to the top bar of the machine.

10.—Every bicycle shall be registered upon the 1st day of April each year.

11.—Upon the sale of his machine, the owner may have the registration of his or her name canceled, and the purchaser may, upon payment of 25 cents, have the machine re-registered.

12.—Every person who shall keep bicycles for rent, in addition to registering them all, shall keep a book, at all times open to inspection by the city clerk and police officers, in which must be subscribed the names and full addresses of all persons hiring machines.

13.—Seven days shall be allowed after the purchase of a bicycle for the registration of the same.

14.—Every railroad corporation, express company, or other common carrier, shall preserve a record of every shipment of a worn and used bicycle to any place outside of Chicago, showing date of shipment, registered number of machine, and names and addresses of consignor and consignee.

15.—Any police officer shall be entitled to detain any unregistered bicycle about to be shipped outside of the city until the ownership can be satisfactorily proved.

16.—Nothing in this ordinance shall apply to any bicycle owned and ridden by a nonresident of Chicago, provided such bicycle is registered in the village in which such person resides.

Chief-Consul Patee, of the Illinois division, believes the new ordinance to be just as illegal as the Martin law, held to be unconstitutional by Judge Tuley, and in the following letter instructs Secretary Ayres to consult

the league attorneys in the matter:

In reply to yours of the 10th regarding the new ordinance, will say I do not think any more of the new one than I did of the old. I am positively against anything that makes a wheelman pay \$1 for nothing. If they have any dollars to pay let them pay them to the League of American Wheelmen. We need the stuff, and with the number of members who would be forced to pay the dollar tax we could easily regulate the affairs of Chicago ourselves. I wish you would see the league attorneys and see if we can not knock out this scheme as effectually as the other one.

Undoubtedly such an ordinance will arouse much antagonism, notwithstanding its good points. It will be noted that bicycles are the only vehicles taxed and that no provision is made for expending the revenue so derived upon the streets. Also, that no attempt is made to regulate the use of heavier vehicles as a preventive of accidents, and that carriages, wagons, etc., are not required to carry lights.

H. W. P.

TWO DAYS AT KALAMAZOO.

Kalamazoo, Mich., Sept. 9.—The first day of Kalamazoo's two dates on the Michigan fall circuit produced some very good racing, which did not receive the patronage it deserved. The professionals outnumbered the "pures" about three to one, there being a very good lot of them present. Harry Marsh, who has ridden very indifferently since his fall at Grand Rapids, won all three heats of the quarter-mile, and Glen Willey, of



THE MILWAUKEE ORDINARY RUN.
H. J. Rotier, F. T. Andrae, H. P. Andrae, J. C. Schmidtbaue

Windsor Mills, Ohio, a newcomer on Michigan tracks, won the two-mile handicap from 130 yards. Charlie Porter, of Detroit, beat Hart, the state amateur champion, in the mile open after both had won their heats.

Summaries.

One-mile open, amateur—C. S. Porter, first; H. L. Hart, second; Otto Kreuger, third. Time, 2:20%. Dayrell and Fullington, Grand Rapids, beat Kreuger and Cahn in pursuit race, catching them in 1¼ miles. Time, 2:58.

Two-mile handicap, professional—Glen Willey, 130 yards, first; Archie LeJeal, 80 yards, second; D. F. Carmichael, 160 yards, third. Time, 4:14%.

Quarter-mile open, professional—H. B. Marsh, 12 points, first; John Fisher, 8 points, second; Chas. Hofer, 4 points, third.

The Second Day.

Kalamazoo, Mich., Sept. 10.—The second day's events were all hotly contested, and in the professional mile handicap the judges got the second and third men mixed, according to every one else, but would not change their decision. Fisher and Marsh were thought by every one else but the judges to have won second and third. E. E. Anderson tried to sneak in the mile open, but Esperon, of Detroit, nabbed him and beat him out. Tracy Holmes won the handicap from 80 yards, being limit man in the final. Hart won all three heats of the amateur quarter-mile, and Swim the handicap from 50 yards.

Summaries.

One-mile handicap, amateur—L. Swim, 50 yards, first; C. S. Porter, scratch, second; Max Cahn, 70 yards, third. Time, 2:07%.

Quarter-mile open, amateur—H. L. Hart, 12 points, first; C. S. Porter, 6 points, second; F. C. Harris, 5 points, third.

One-mile open, professional—J. F. Esperon, first; E. E. Anderson, second; J. J. Blouin, third. Time, 2:10%.

One-mile handicap, professional—Tracy Holmes, 80 yards, first; Glen Willey, 40 yards, second; J. B. Bowler, scratch, third.

R. B. J.

ZIMMY IN THE SOUTH.

Atlanta, Ga., Sept. 13.—Last Thursday night was "Zimmerman" night at the Coliseum and the largest crowd of the season attended the races, the chief attraction of course being Arthur Augustus who rode two exhibitions. There were other races,

both professional and amateur, but they were very slow and not at all interesting except at the finish. The old rule which requires every man to appear on the pole once before the bell lap or be disqualified was used, with the usual slow racing that it produces.

There was quite a surprise in the final of the mile professional, which was won by Repine. Every one was expecting Bob Walthour to win, but he quit the race just entering the homestretch.

When Zimmerman appeared on the track for his half-mile paced exhibition, he was greeted with tremendous applause. He was paced by a tandem team, and finished the half-mile in :55½, the last lap being unpaced.

While preparing for the mile exhibition, Zimmy ran into the tandem and had a fall which bruised him up considerably, but he rode in a very game manner. He was to have had two tandems to pace him, but the team that was to have come in on the last three laps was not educated enough on pickups to do him any good, and he went the whole distance behind the first tandem. Time, 1:58½.

Summaries.

One-mile, amateur; final heat—"Reddy" Strickland, first; Ed. Stallings, second; Bob Jackson, third. Time, 2:20%.

One-mile open, professional; final heat—Bert Repine, first; F. Steinhauer, second; "Kid" Speir third. Time, 2:16.

Half-mile consolation, professional—John Chapman, first; Russell Walthour, second; Brooks Kline third. Time, 1:08.

P. D. W.

BICYCLE IS HOUSEHOLD FURNITURE.

Oakland, Cal., Sept. 7.—Judge Ellsworth, of the Superior Court, has made an order setting aside as personal property, exempt from execution, a bicycle. This order was made in the insolvency proceedings of M. G. Bugbee, an Alameda architect.

In his original inventory of assets Mr. Bugbee listed not only his household furniture, but also his bicycle.

He was advised that the household furniture of a married man is exempt from execution, as are the implements of the trade which he follows. Thereupon Mr. Bugbee filed a petition asking that his furniture, tools, and bicycle be set aside. He averred that his bicycle was a necessity in getting to and from his regular place of labor, and that being deprived of it would force him to pay twenty cents a day car fare.

Judge Ellsworth held this point well taken and granted the petition. The effect will be to set aside a number of recent justice court rulings in attachment suits where bicycles owned and used by mechanics and others in traveling from their homes to their shops were seized and ordered sold to satisfy judgments. The decision caused much comment among the wheelmen of the city and vicinity.

S. B. V.

CHILLICOTHE'S BIG MEET.

Chillicothe, Ohio, Sept 13.—The track of the county fair grounds was the scene, Saturday, of one of the largest race meets ever given in this county. The wheelmen having charge of the meet had the half-mile dirt track in excellent condition. The weather was all that could be desired, and the immense crowd that filled every available space assured the meet to be a financial success at least.

The professional events were the most interesting to the spectators, who enjoyed good headwork, as the pros in attendance were very evenly matched. Clif Haskins, of Cleve-

land, who has been riding in excellent form, and who recently defeated Fred Loughead, was defeated in two events by Seaton, the crack Louisville professional. Haskins, however, was only defeated by one of the hardest fights ever seen in this city.

The finish of the mile open was one of the finest races of the day. Coming into the stretch the field swung into line with Haskins in poor position. He quickly recovered himself and pushed Seaton hard, but was beaten by a small margin by Seaton. Conn Baker beat out McKeon in the race for third position.

The amateur events were as hard fought as the professional. The best amateurs in the state were present and they put up some excellent racing. LeFevre, Wagner, Keplar, and Cummins were the most noted of the crowd, although they did not capture all the prizes. LeFevre took two firsts and a second. Cummins, who rode so well several years ago, is fast regaining his form.

Summaries.

One-mile novice—A. Ludwig, first; C. E. Fair, second; O. Brown, third. Time, 2:48½.

One-mile, amateur—Frank Borst, first; John Trego, second; Ernest Dixon, third. Time, 2:18½.

One-mile amateur, heat race—F. Robbins, first; E. L. LeFevre, second; C. J. Wagner, third. Time, 2:18½.

One-mile open, professional—W. H. Seaton, first; C. B. Seaton, second; Conn Baker, third; E. E. McKeon, fourth. Time, 2:17½.

One-mile, amateur—D. K. DeLong, first; D. Andre, second; J. M. Morrison, third. Time, 2:26½.

Five-mile, open—E. L. LeFevre, first; W. Cummins, second; C. J. Wagner, third. Time, 12:57½.

Two-mile lap, professional—W. H. Seaton, first; C. B. Haskins, second; E. D. McKeon, third. Time, 4:58½.

Eight-mile, amateur—E. L. LeFevre, first; W. Cummins, second; J. D. Brook, third. Time, 21:13½.

C. F. W.

THE "WHEEL ABOUT THE HUB"

The Historic Run of the Boston Bicycle Club—The Old-Timers Turn Out on the Run Which Was Originated in 1879—Story of the Tour Since Its Birth

Boston, Mass., Sept. 13.—No cycling club in this country has had so great an influence upon the sport of wheeling as the Boston Bicycle Club, which has just completed its 320th called run, or "Wheel About the Hub." The first "Wheel About the Hub" was in '79, and the trip on high wheels was so extensively read about and was so delightful to the participants that it aroused the American public to the pleasures of cycling.

The Boston Bicycle Club has the honor of several distinctions in the cycling world. It is the oldest cycling organization in this country. Its first president, C. E. Pratt, was the first president of the League of American Wheelmen; in fact, he was the father of the L. A. W. "Happy Days" Pitman, who is a member of the Boston Bicycle Club, won the first bicycle race ever held in America. It was run on Boston Common, and Colonel Pope, the veteran cycle manufacturer, was there. Another historic note of interest regarding the Boston Bicycle Club is that it was the first cycling club in this country to run a club century, which it did in '82.

The First "Wheel About the Hub."

A brief reference to the first "Wheel About the Hub" in this connection will be of interest. The start was made September 10, '79, at 9.30 a. m., and every succeeding tour has been made on the same date and at the same time in order to travel in

the paths of antiquity. At that time forty high-wheel riders assembled at the corner of Warren street and Walnut avenue, a handsome spot, to make the start on the initiatory "Wheel About the Hub." They wore short cutaway coats, flannel shirts,



CHARLES E. PRATT.

white collars, black ties, knee breeches, long worsted stockings, and low shoes. The colors of their suits were seal brown, chestnut, gray, drab, and blue.

The little body of "Pilgrim" wheelmen had no special place of destination or time limit for the run. They made frequent dismounts and loitered by the wayside to enjoy themselves. Following their rear was an ambulance wagon for the benefit of disabled riders and on every "Wheel About the Hub" since

held, an ambulance has accompanied the party. On the original tour they stopped by the roadside and picked berries, indulged in boating and bathing in the little lakes along the route, which has since been the "commemorators' " custom.

They Climbed Blue Hill.

They climbed Blue Hill, a weary task, yet when the summit is reached a fine view of the surrounding country is at your command. Soon after the '79ers had descended Blue Hill and remounted they met several Indians on their route. A halt was made and a pow-wow was held with the Indians. In the account of that early run, mention was made that so many riders had never been seen before together, and that all along the way people flocked to the roadside to see them. They rode two by two, and the report says that the teamsters gave them plenty of room on the roads. They made about eight miles an hour, and were in pursuit of pleasure and not speed. An interesting item not in connection with the original run reads like this: "Such a body of men in costumes, with implements of steel and hearts of loyal courage, had not invaded Brook Farm since the Second Massachusetts regiment of volunteers recruited there in '61."

Brook Farm had attracted such noted literary lights as Emerson, Hawthorne, Channing, Ripley, Dana, Dwight, Curtis, Clark, Thoreau, and others. There they found the rustic and quaint looking Margaret Fuller cottage. The place was charming and there they lingered for some time. On many of the recent tours of the club they have not taken in Brook Farm because they have been unable to locate it.

Reports of the first run say that the roads were in bad condition. It was great sport for the riders on the run of '79 to push their wheels uphill and coast down. They were on high

wheels, of course, and headers were not infrequent. This was one of the reasons why an ambulance wagon accompanied the party. On that run they passed so close to farm houses that they were obliged to dodge hens, chickens, and pigs, which would invariably dash across the road when the high-mounted wheelman was pushing his weary way by the farmer's home. They were chased by dogs and yelled at by boys, yet all this was pleasure to them.

They Raced With a Train.

Some of the "speed-taken" riders began a race with a passing train but had not more than got well under way when the rear of the train made a good-by bow. Then the leaders sat down by the roadside to wait for the slow riders to catch up. On the first run they had a game of baseball. The umpire chosen was the man who knew the least about the game and everything was done to make the game as full of fun as possible. After the ball game the riders gathered in the woods, known as the "Grove of Happy Memories," and partook of a most delicious dinner. Here they told tales and made speeches—in fact they did all possible to make the outing a delight to every one present.

All the peculiar features which marked the first run of the club have been followed in the "Wheel About the Hub" since '79. Wherever the "original ordinary" riders stopped the participants in the runs since have halted. Every tour since '79 has been as near like the first as possible, and has been as delightful, too.

The Revival of the Run.

The Boston Bicycle Club did not take up the "Wheel About the Hub" as held in '79 until a few years ago, since which time it has become a regular tour each year and undoubtedly will, as the interest is increasing and the pleasure it affords is such



that every one who follows the spin one year has a strong desire to go the following year. The route of this historic tour is from Roxbury to Jamaica Pond, then to Dedham, thence to Readville, to Blue Hill, to Canton, then to Sharon on the banks of Lake Massapoag, where the first day's tour ends. From there the party continues to Braintree, then to Weymouth, thence to Hingham and on to Nantasket, where the "Wheel About the Hub" closes. All along this route are numerous places of historic interest, and spots of unusual beauty, where the "Wheel about the Hub" participants delight to linger.

The badge of the Boston Bicycle Club is a five-pointed star, and in many states of the union wearers of it are to be found. One interesting feature of the "Wheel About the

Hub" is that never yet has rain interfered. After the "alleged" baseball game the umpire is supposed to be killed and a funeral held. The yell of the Boston Bicycle Club is, "Boston, rah, rah, w-e-l-l." The wheels ridden on the first "Wheel About the Hub" were 50, 52, and 56-inch ordinaries. The founders of the club were: Paul Butler, A. D. Chandler, Arthur Cunningham, J. L. Curtis, J. G. Dalton, Willis Farrington, Sidney Heath, H. S. Mann, C. B. Marsh, Edward Preble, A. W. Stedman, Edward Sherwin, C. L. Tilden, G. B. Woodward, Harold Williams, W. R. Whitney, and F. W. Weston. Paul Butler, C. P. Donahue, and F. W. Weston are the committee managing the trip this season, which will end tonight. C. E. Pratt, E. C. Hodges, and F. W. Weston managed the tour

of '79, the first "Wheel About the Hub."

The commemorators of the days of old, numbering about fifty, proceeded on the "Wheel About the Hub" last Friday. No happier company of pedal pushers ever mounted the silent steed and stole out of the heated city. Following were those who made up the party: F. W. Weston (known as "Pop"), Dr. John Bryant, Theo Rothe, W. B. Everett, J. J. Fecitt (little "Jack"), E. C. Lee, Dr. W. G. Kendall (one of the pioneers), J. B. Seward, R. C. Butterfield, G. H. Gaston, Elliott Burris, Augustus Nickerson, J. H. Mann, J. M. McGinley (he rode a high wheel), W. S. Crosby, W. A. Shockley, Albert Bernard (chief centurion of the Maryland division of the Century Road Club), G. B. Woodard, Kenneth Woodard, Dr. H. T. Willard (the three last named being from New York, and Kenneth Woodard being the son of G. B. Woodard, and the first son of a junior member of the club to accompany the B. B. C. in the "Wheel about the Hub"), J. A. Hendie, W. R. Pitman (known throughout the country as "Happy Days," and winner of the first bicycle race ever held in this country), W. J. Morgan, T. N. Hastings, A. B. Bradstreet, P. I. Aldrich, T. H. Hall, Dr. Charles Corken, G. L. Hadley, T. B. Beach, C. K. Alley, E. W. Hopkins, Nat Heath, G. B. Young, A. O. McGarrett (chief centurion Massachusetts division C. R. C.), C. P. Donahue, Alfred Ely, C. W. Reed, J. W. Down, W. W. Elwell, C. I. Hill, D. C. Pierce, S. P. Perrin, and Winthrop Tappin.

McGinley on his high wheel attracted much attention, and his appearance among the body of "safety" cyclists was very noticeable, even at a long distance. He was able to pedal along with nearly as much ease as many of the other riders. The rate of speed was such as any of the riders

was able to follow. Dr. Kendall led the group, all of whom wore light colored and light weight suits.

The Ball Game.

The programme was arranged as near as possible to the one followed by the riders of '79, and was not deviated from in any particular, the party even making the frequent dismounts which marked the run in "ye olden days." The "alleged" baseball game was participated in, with George Wright and Will Everett as pitchers and "Pop" Weston as umpire. Everything that could be done was done to make the game as ridiculous as possible. Little stacks of hay formed the bases, and whenever the contest became close these were picked up and run away with, burned, destroyed, or otherwise taken care of, so that the competing nine would be able to get a "score." A couple of innings "saw the finish" of the "alleged" game.

One of the most pleasing features of the tour on Friday was the dinner in the "grove of Pleasant Memories" on the same spot where the "Pilgrims of '79" dined. There, under the fragrant pines, the weary wheelmen gathered and partook of many refreshing delicacies. Tales of runs made and several trips awheel, as well as reference to the said baseball game, furnished an endless topic of conversation during the spread beneath the shady trees. Good humor and an air of antiquity marked the outing, run, tour, or whatever it might be called. Dinner finished, the company of cyclists remounted and wended their way to the base of Blue Hill, as did the wheelists of old, where the silent steeds were stacked, and then the hill was climbed. From there the route led to Riders' Rest, where a halt was called for Shandygaff.

Other delightful places were visited, and at last the day's run came to an end at the Massapoag Lake hotel at Sharon, where the members

"put up" for the night, the same as did the "earlier" wheelmen. In all twenty-five miles were covered on Friday, and every one in the jolly crowd was brimful of good cheer and mirth-provoking spirits.

The second day's trip was full of little incidents of enjoyment to the wheelmen following in the wheel tracks of their "ancestral" riders. They were up bright and early and partook of a hearty breakfast at seven o'clock, seating themselves in the same room and at the same table where the high wheel kings of '79 fed the inner man. After delighting in an outing on the lake, as did the '79ers, they mounted their cleaned wheels and proceeded to Cobb tavern, a historic spot, where a short halt was made and each took a drink from the rustic wheel which furnished a refreshing drink of cool water to the "old ordinary" riders of long ago. When Cedar Lodge was reached,

President Hodges prevailed upon the party to indulge in ceremonies beneath an old oak tree, one of the features of the first "Wheel About the Hub."

After leaving this spot some hills were climbed and then the first scorching of the trip began, for along there the '79ers took delight in a rapid descent upon their high wheels. The party in the most jovial spirits wended their way to Nantasket by the sea where Saturday night was passed and early Sunday they came to Boston awheel, which completed the '97 "Wheel About the Hub" which has been the most successful trip since '79. What an illustration of the advancement in cycle construction it would have been if the riders of the ordinaries in '79 could have ridden on their high wheels side by side with the party which have just ended the '97 tour.

GEO. W. BULL.



ON THE NATIONAL CIRCUIT

The Fight for the Top of the Thermometer Goes Merrily On—Major Taylor Drops Down a Peg—Interesting Races at Waterbury, Waverly, and Meriden—Newton's Surprise Party

Springfield, Mass., Sept. 13.—The battle for percentage grows more and more interesting as the season opens out, for the National circuit of '97 is not yet at the half and the main battle is yet to be waged. Faces now in the thermometer will not be there at the season's close and riders now near the top of the points table and at the top, will be left far to the rear as the circuit progresses day by day through the extension. In the percentage thermometer, the rule of dropping from the running any man who remains off the circuit one month, has always been enforced. The National circuit as at present arranged ends at Pensacola, Fla., November 20. Applications for additions have been received for later dates. The champion of a season is the rider who, in open competition throughout the year, gains the best percentage on his work. If a rider were privileged to enter the circuit and gain a position by ten starts only, from which he might not be dislodged, although off the circuit for the greater part or balance of the season, justice would not be done those riders who, by open competition day after day placed their own standing in jeopardy.

Bald now holds the top of the thermometer by a narrow margin only over Earl Kiser. The Dayton lad held his position for nearly a month now and should he not enter the circuit again shortly, his will be one of the faces dropped. Upon his return to

the circuit his standing will be restored to him. Orlando Stevens, the Iowa sprinter, was a little off color the past week; although he did not lose his place as third man, his percentage suffered, for from .760 the Iowa man dropped to .677. Tom Cooper advanced a position by his fine work at Waterbury, where he displayed better sprinting ability than has been his since that first week in July.

Taylor's Erratic Work.

The erratic work of Taylor at Waterbury, where he ran last in a field of nine, in the two-thirds-mile open, and next to last in a like field in the mile open, forced the colored boy down to eighth position. The drop was but temporary with Taylor, for his win at Newark and the second which the judges gave him at Meriden, when in reality he ran fifth, forced him up the tube to fifth place. This is a loss of but one position for Major. The position of the negro is a trying one, for every rider is anxious to top him, owing to his color, and the battle to beat him is waged fiercely day by day. Loughead at .631 is in a position to go up two positions at Springfield by good work. C. R. Newton rather offset his former poor showing in a few fields when he won both the two-thirds and mile races at Waterbury. Newton enters the thermometer with .610 to his credit. Fred Hoyt, his team mate, drops a few notches by reason of a reversal of form, and Mer-

tens shows in the ninth position, with Hoyt the tenth man.

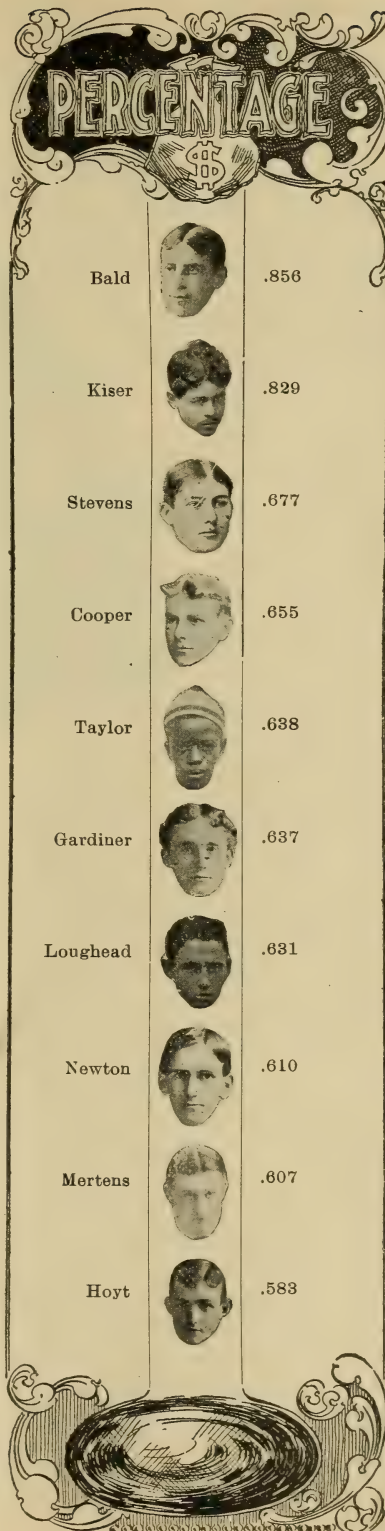
The Points Table.

The points table has few changes in positions. Bald is considerably on top and Gardiner and Cooper follow, with Taylor up fourth and Mertens fifth. Things are not as they seem in this table and sudden reversals of form or dropping from the circuit of any of the topnotchers will soon change matters.

When the circuit has finally wound round its course to Trenton and the private cars have been forwarded there will have been but thirty-nine days of racing on the circuit this season. Forty or more days will follow and it may thus be seen that the battle for the championship is yet young, and the better half yet remains. The standing of the riders, as computed previous to Springfield's great meet is given.

Points and Prize Winnings.

Bald.....	75	\$1,822.00
Gardiner.....	50	1,140.00
Cooper.....	38	809.00
Mertens.....	31	722.00



Taylor.....	31	660.00
Stevens.....	30	725.00
Kiser.....	27	758.00
Newton.....	27	625.00
Butler, N.....	26	595.00
McFarland.....	22	800.00
Hoyt.....	20	370.00
Loughhead.....	15	215.00
Newhouse.....	14	245.00
Kimble.....	12	290.00
Coleman.....	10	360.00
Titus.....	9	1,175.00
Eaton.....	9	160.00
Cabanne.....	8	116.00
Becker.....	7	130.00
Steenon.....	7	130.00
Wells.....	6	160.00
Butler, F.....	6	130.00
Aker.....	5	105.00
Butler, T.....	4	75.00
Weinig.....	4	121.00

SURPRISES
AT WATERBURY.

Waterbury, Conn., Sept. 9.—C. R. Newton, the ex-amateur of the New England district, flashed to the front today in the two open scratch races of the National circuit meet of the Waterbury Wheel Club at the Y. M. C. A. field. Newton gained two very decisive and clean cut victories, coming in the mile open from a bad pocket into which he had placed himself on the turn and beating Bald, Cooper, and Gardiner out in a hard finish. Cooper made a good struggle in this contest, gaining the front of the line by following Frank Butler up. Callahan worked to the front, and Cooper went by. Bald gained his

outside and the two swung the bank together. Just entering the homestretch Bald struck Cooper and the collision took the front spokes from the wheel of Cooper. That rider dropped back and finished seventh on his broken wheel. Bald started his fight with Callahan in the stretch and Gardiner shot round the outside just as Newton flashed to victory. Gardiner gained second and Bald third, Callahan being given the third position, however. The referee refused to disqualify Bald on the earnest protest of Cooper. Major Taylor finished last in this race and next to last in the two-thirds-mile which Newton also won. Cooper was fairly beaten in the two-thirds by Bald, who went after Newton after that rider had gained the front.

Incidents of the great day's sport crowded one another. Tom Butler placed the first race of the season to his credit in the mile handicap. Butler was assisted very materially by Aker, who pulled him round to the front and did not drop him until the stretch. Aker ran third in the finish as it was, after a full third-mile sprint. Stevens, Kimble, Newton, and Hoyt were allowed to start in the race, although they did not qualify. The bell failed to ring in their heat and they rode an extra lap. Stevens gained second in the final and the referee refused to allow him the money after having given the men permission to ride.

Taylor Doesn't Show.

Major Taylor is favored at meets in New England, and this favor was shown in the third-mile open, in which the black boy was allowed to start in the final after his claim of having been shoved over the pole in his heat. Taylor made the same claim in the final. The truth was that he ran inside of other riders on the pole just as he did with Wells at

Worcester, and that he went over the pole because the riders would not give for him. Taylor plays injured innocence to perfection, as was shown in this case.

Bald paced his heat in 2:10 in the mile open. Gardiner paced his in 2:08, and Cooper paced the third in



C. R. NEWTON.

2:12 $\frac{1}{2}$. The new rule which says that the best man in each heat must be selected to pace to qualify was followed. In the mile open, Tom Butler, Fred Titus, and John S. Johnson failed to qualify, and in the two-thirds-mile open, Taylor, Tom Butler, Titus, Mertens, and Hoyt failed.

E. M. Blake, the New Hampshire man, failed to hear his call for the final of the third-mile open amateur, which was taken by R. F. Ludwig from Hausman with George Reith, of New York, third. The time was :47.

In a field that included the best of the New England amateur riders, E. M. Blake gained a great victory in the final of the amateur mile open, taking the race from Collett by an inch in a hard driving finish in which each man pounded out his last ounce of strength. R. F. Ludwig ran a close third, the entire field finishing

at the back like a cyclone. The time was 2:15½.

The special invitation event for professionals in which each rider rode one mile alone paced by tandems was a most interesting contest. The riders made the following times under a time limit of 1:54, the division of the purse of \$150 depending upon better time than 1:54. McFarland surprised all by doing 1:47, Nat Butler 1:50, and Major Taylor 1:51¾. They were the only riders to go for the mark.

Summaries.

Two-thirds-mile open, professional—Newton, first; Bald, second; Cooper, third. Time, 1:33¾, state record.

One-mile open, professional—Newton, first; Gardiner, second; Callahan, third; Bald, fourth. Time, 2:08.

One-mile handicap, professional—Tom Butler, 35 yards, first; Stevens, 35 yards, second; Aker, 75 yards, third; Taylor, 25 yards, fourth. Time, 2:06¾.

Special invitation race—McFarland, 1:45, first; Nat Butler, 1:50, second; Major Taylor, 1:51¾, third.

One-mile open, amateur—E. M. Blake, first; Geo. H. Collett, second; R. F. Ludwig, third. Time, 2:15¾.

One-third-mile open, amateur—R. F. Ludwig, first; E. C. Hausman, second; George Reith, third. Time, :47.

Two-thirds-mile handicap, amateur—W. A. Rutz, 65 yards, first; B. C. Thayer, 90 yards, second; F. J. Cadwell, 50 yards, third. Time, 2:55¾.

One-mile tandem, handicap—F. Altonclark and John E. Broderick, 50 yards, first; George Siviter and Joseph Szparadowski, 120 yards, second; E. C. Hausman and Geo. H. Collett, scratch, third. Time, 1:55¾; scratch man's time, 1:55¾, world's record.

BIG FOUR DIDN'T RIDE.

Waverly, N. J., Sept. 10.—The National circuit races held at the Waverly park track at the fair grounds, were well attended. The grand stand was packed to overflowing and the aisles were crowded with people. The inside of the track along the homestretch was packed and the people nearly pushed the fence down. Bald, Gardiner, Cooper, and Kiser were not present.

Nine men started in the final of the professional mile open. The line-up on the tape from the pole out was McFarland, Newhouse, Brown, Taylor, Nat Butler, Callahan, Aker, Johnson, and Oldfield. Wells was put in to pace the contest. In the

shove-off, Taylor caught the pace-maker, with Newhouse, Callahan, Aker, McFarland, Brown, Oldfield, Johnson, and Nat Butler following in order. The first half was ridden in 1:09. At the bell, the men commenced to play for positions, and the way things looked everybody had a combination in the race with the exception of Major Taylor. Aker and McFarland worked together, Johnson and Nat Butler worked together, and so on through the whole field. Aker jumped to the front on the backstretch, supposing that McFarland was on his rear wheel. As it happened, Taylor secured Aker's rear wheel and was given a nice sleighride into the homestretch. Here Aker quit and was surprised to see Taylor pull from behind him and come to the front. Al Newhouse came up on the outside and the two men came down the homestretch in a hard finish, Taylor winning by inches only from Newhouse, who beat McFarland by two open lengths for second position. Callahan, Brown, and Nat Butler flashed over the tape in order, close together. Johnson, Aker, and Oldfield followed them a few lengths back. The last half was ridden in :59¾. The time was 2:08¾.

A Rattling Good Handicap.

The last and one of the best professional races run this year was the five mile handicap. Eighteen men qualified in the preliminaries for the final. Nat Butler and McFarland were the only scratch men who qualified. O. L. Stevens and Taylor were the closest men to the scratch men and at the 50-yard mark. Then came Callahan at 100 yards, Jay Eaton, Kimble, and F. F. Goodman at 150 yards, then there was a large gap left open and the next men, L. R. Leffer-son and C. M. Murphy, were stationed at 250 yards. On the 300 yard mark there were stationed Jack, Mosher, A. S. Lee, W. E. Dickerson, and Clint.

Davis. D. Sutphen and E. D. White were on the 350-yard mark, and Mat Apgar, the limit man, was on 450. McFarland and Butler rode as hard as they could right from the start and closed with Taylor and Stevens on the first time around. On the second lap Kimble and Goodman were added to the back-mark men. Two bunches had now formed. Eleven men were in the leading bunch and about 150 yards in the lead. Mosher and Murphy, Clint Davis, Jack, and Lefferson were among those in the front bunch. The men paced and paced about and for a time it seemed as if the back bunch would not be able to take in the slack. The men in the rear bunch worked hard, especially Nat Butler, Stevens, and McFarland, who did most of the pacing and the hardest work and who were the cause of closing the whole field. Jay Eaton took a sleighride all the way. At two miles and a half, Butler increased the pace and the once large gap was rapidly closing.

Catching the Leaders.

Then Stevens came up and pulled the field up to the front bunch just as the three miles were being finished. At four miles Stevens was in the lead with McFarland following close. Callahan was back of them and Taylor at his side on the pole, then followed Clint Davis and Murphy with Nat Butler a little back of them and between. All the good men were up in front. Entering the backstretch the men all shifted and Taylor had secured McFarland's rear wheel and Clint Davis was on the outside. Nat Butler who was in the middle of the bunch worked his way out and made a jump for the lead. The moment Nat went by the leaders, Taylor made a jump for Butler's rear wheel and cut right across the front of Davis and threw that rider. Henshaw, Maya, Lefferson, and Mosher piled over Davis in a heap.

At the bell, Stevens went out for a

long sprint. McFarland was on his rear wheel, and Nat Butler close at his side. When the riders swung into the backstretch McFarland went up to the lead with Nat Butler, and the two men fought for the whole last quarter. McFarland had the pole, and therefore the advantage. Swinging into the homestretch they came down neck and neck, and flashed over the tape inches apart, with McFarland in the lead. Callahan and Charlie Murphy were half a length back and also inches apart. Callahan beat out Murphy, but the latter was given third position. The finish of this race was so close that the judges became confused. The other men who finished were F. F. Goodman, A. S. Lee, Major Taylor, and Kimble, in the order named, and were the only ones who crossed the tape out of the eighteen who started. The time was 11:29 $\frac{1}{4}$ %. The last half was ridden in :59 $\frac{1}{2}$ %.

Summaries.

Half-mile handicap, amateur—F. L. Kramer, 30 yards, first; Charles Schlee, 20 yards, second; George Reith, scratch, third. Time, 1:02.

One-mile open, professional—Major Taylor, first; Al Newhouse, second; F. A. McFarland, third. Time, 2:08 $\frac{3}{4}$ %.

One-mile, amateur—George Reith, first; C. M. Ertz, second; Ray Dawson, third. Time, 2:18.

One-mile handicap, professional—Oscar Hedstrom, 120 yards, first; Mat Apgar, 160 yards, second; H. P. Mosher, 120 yards, third. Time, 2:03.

Two-mile handicap, amateur—C. M. Ertz, scratch, first; Jack Jasper, 30 yards, second; S. Parrot, 150 yards, third. Time, 4:33 $\frac{1}{2}$ %.

Five-mile handicap, professional—F. A. McFarland, scratch, first; Nat Butler, scratch, second; Charlie Murphy, 250 yards, third. Time, 11:29 $\frac{1}{4}$ %.

One-mile and one-half-mile tandem, handicap, amateur—W. Weller and Bert Ripley, 60 yards, first; C. M. Ertz and H. Y. Bedell, scratch, second; O. V. Babcock and R. E. Hovey, 90 yards, third. Time, 3:01 $\frac{1}{2}$ %.

RODE IN THE RAIN.

Meriden, Conn., Sept. 11.—The National circuit meet held in this city today was a grand success, both as to attendance and fine racing. The little grand stand, which held but 1,000 people, was packed and standing room was at a premium. All the crackajacks were present, with the exception of Tom Cooper and Earl Kiser. The track is surrounded by small hills and a cool breeze was con-

tinually blowing, which proved a great boon to the racing men, as the weather had been extremely hot. The half-mile horse track was in rather poor shape to make good time, being soft in most places and could not be ridden from the center out.

For the final of the professional half-mile open nine men lined up on the tape in the following order from the pole out: Cabanne, Bald, Kimble, Gardiner, Aker, Taylor, Tolbert, Newton, and Brown. At the crack of the gun, Aker gained the jump and caught the pacemaker. Bald, Taylor, and Kimble followed. Brown was last in line. Coming into the homestretch, Kimble led with Brown on his rear wheel. The whole field went round Kimble, with Bald on the extreme outside and riding in the soft dirt. Thirty yards from home, Bald, Brown, Taylor, Cabanne, Newton, and Gardiner were riding abreast with less than three feet separating the six riders. Bald won in a hard finish from Brown, with Taylor, Cabanne, Gardiner, and Newton inches apart. It was a hard finish to catch, and the judges became mixed. Brown, who finished second, was given fifth. The judges announced the finish: Bald, Taylor, Cabanne, Gardiner, and Brown. Newton, Tolbert, Aker, and Kimble also ran in order named. The time was 1:02.

The mile handicap, amateur, was won by G. H. Collett from R. F. Ludwig in 2:20 $\frac{1}{2}$. Both riders started from scratch and soon closed with the field.

Rain Stops the Races.

Fifteen men were allowed to qualify in the mile handicap professional. Gardiner was on scratch and the only scratch man to qualify. Ten minutes before the start of the final of the mile handicap professional, it became so hot that one could scarcely breathe. Not a cloud could be seen in the sky and not a leaf could be seen to move on the

nearby trees. A 2:50 class amateur race was run off, and the professionals were getting ready for the mile handicap when the sky commenced to cloud up and a strong wind arose which blew down the homestretch. The men were hurried out to the track from the training quarters and as they mounted their wheels a few drops of rain fell. The wind was now blowing a gale of over forty miles an hour down the homestretch. The lemonade and peanut stands about the grounds were torn to pieces by the wind and scattered all over. The parasols carried by the ladies were jerked out of their hands and were flying about in the air like balloons. Everything was confusion. Notwithstanding all this, the men were anxious to run off the race and were promptly started from their marks.

They got away as if shot out of a cannon with the aid of the strong wind on their backs, but rounding into the backstretch they came nearly to a standstill and could not ride faster than a five-minute gait. Rounding into the homestretch at the bell, they came like whirlwinds. The first half had been ridden when the rain fell in sheets and the men were drenched to the skin. Ere they rounded into the homestretch again, three inches of water was standing on the track in most places and it was feared that the riders would be fatally injured by falls. Titus, Stevens, Newton, and Monte Scott swung into the homestretch at full speed and came like whirlwinds. Some had dropped out on account of the rain, while others would not take the risk of sprinting hard. But the four were after the \$100, rain or no rain, and were bound to get it regardless of the consequences. As the men flashed over the tape, Titus was a foot ahead of Stevens, who beat out Newton for second place by inches, and Scott was a foot back of

Newton. All commenced to back-pedal as soon as the tape was crossed, for fear of taking the turn too quick and slipping. The time for the mile was 3:11. The last eighth was ridden in :12, which is world's record in competition.

All further thoughts of racing were out of the question, as there was all of six inches of water on the track. There were at least 1,000 people about the grounds, who were drenched to the skin, and nearly all in the small grand stand were wet through. The officials received their share of the rain.

The most interesting spectacle of all was the training quarters of the racing men. Bald, in company with

a few others, played leap frog in the rain, and all took a cooling shower bath. Ten minutes before the rain all complained of the intense heat. Their prayers were soon answered.

There yet remained to be run the mile open, professional; half-mile open, amateur; the mile open, amateur; a one-mile tandem handicap, and an invitation race with a purse of \$150. Summaries:

Half-mile, professional—E. C. Bald, first; Major Taylor, second; L. D. Cabanne, third. Time, 1:02.

One-mile handicap, amateur—G. H. Collett, scratch, first; R. F. Ludwig, scratch, second; R. H. Alexander, 30 yards, third. Time, 2:20½.

One-mile 2:50 class, amateur—W. L. Roe, first; F. W. Lycett, second; E. J. Wolf, third. Time, 3:07¾.

One-mile handicap, professional—Fred Titus, 25 yards, first; O. L. Stevens, 30 yards, second; C. R. Newton, 30 yards, third. Time, 3:11.

F. ED. SPOONER.

THE GREAT SPRINGFIELD TOURNAMENT

Springfield, Mass., Sept. 15.—Never has Springfield been favored with such a large crowd as attended the National circuit races today. Over 25,000 people were present and every available place from which the races could be seen was filled with people. The inside of the track was six to ten deep with standing spectators all the way round—a sight never seen before. The city is crowded to overflowing, and every hotel and boarding house is packed with visitors from the small nearby towns.

At 1.30 p. m. the people streamed into the cycle track and one long column kept up a steady march until nearly three o'clock. The seating capacity of the track was not half large enough and many had to stand.

Michael Wins Easily.

The greatest interest was centered in the Michael-Lesna match race of twenty miles. Michael had by far the best pacing outfit and won as he pleased. Lesna kept yelling for pace,

but could not secure it and became broken hearted. Michael had the Johnson quad team, which did the work and won him the race. The last mile was ridden in 1:49 flat by Michael, pulled by the Johnson quad. Michael ran away from Lesna, who could not come up on account of inferior pacing.

The half-mile open was single paced. The line-up on the pole was Brown, Gardiner, Taylor, Nat Butler, Gately, Huffstetler, and Bald. There was a hard rush for the pacemaker and Butler gained the position. Gardiner, Taylor, Huffstetler, Bald, Gately, and Brown caught on in the order named. At the quarter, Brown started up along the line and at the turn into the stretch he was coming strongly. Bald gained the front in the stretch and held his position only by the hardest work. Gardiner essayed to come up the line but failed, gaining the side of Bald, who had Brown on his other side. Taylor was

wide of the three, with Nat Butler well up, the five men abreast. The battle was a hard one and Bald won by a foot from Brown, who had Gardiner by inches only, while Gardiner was third by inches over Taylor. The time was 1:01½. Huffstetler quit, finishing almost last.

Good Men Shut Out.

Two heats were run in the amateur mile open as semi-finals, to cut down the field. In the first, E. M. Blake, of Keene, G. H. Collett, of New Haven, and H. B. Hills, of Providence, shut out John S. Johnson, of Worcester, Ray Dawson, and Victor Eckberg; and in the second heat, I. A. Powell, New York, E. C. Hausman, New Haven, and George Reith closed out E. W. Peabody, R. F. Ludwig, and E. C. Farre by inches. Both contests were slow, 2:32½ and 2:26½, both unpaced.

Owing to his injury, E. S. Aker was withdrawn from the races of the day. The mile 2:10 class had seven starters. Double pacemaking was employed and the men caught the pacemaker in this order: Gately, Kelleher, Callahan, Randall, Titus, Davis, Huffstetler. At the quarter-mile Randall started around for the front, closely followed by Titus. Down the stretch Randall held his lead for all but the last twenty yards, when Titus came out and won sitting up. Keller, of Springfield, shot up along the pole and took second from Randall by a foot. The time was 2:08½.

The Hendee-Rowe Match.

The first heat of the great mile match race between Geo. M. Hendee, the champion of '86 and '87, and W. A. Rowe, the champion of '84 and '85 on good old ordinaries, caused no end of amusement and was a great contest. The purse, \$300, caused the men to put in their best licks. Hendee took the pace from Rowe for the first half and then accepted pace. Entering the stretch Hendee was

passed by Rowe by a foot and the gamest kind of a contest resulted. One hundred yards from home Hendee began slowly crawling ahead amid the greatest excitement. Rowe could not stand the strain and in looking up lost about a length, which Hendee opened to two lengths with a last desperate rush. And the race was desperate in the final sprint, although with the modern races in mind, the finish looked very tame as there was no jumping. The time was 3:01½.

Favorites Fail to Show.

The quarter-mile national championship amateur was a hard contest in which favorites went down. E. C. Hausman, R. F. Ludwig, and E. M. Blake had it out to a finish. Hausman had the lead by a foot coming down the stretch and Blake pushed him hard all the way. Ludwig shot up along the pole and gained second to Hausman, a foot only back of Hausman, while Blake on the outside was nearly in a dead heat with Ludwig. John S. Johnson, the Worcester sprinter, Peabody, the Chicago man, and Ray Dawson ran in order named. The time was :34½.

The field of six lined up for the final heat of the mile open amateur—I. A. Powell, New York; E. M. Blake, Keene; Hausman, New Haven; Collett, New Haven; Reith, New York, and Hills, Jr., of Providence. Two single pacemakers were employed. Collett caught the position, Powell followed, then Hills, Blake, Hausman, and Reith. Blake jumped at the quarter and rushed to the head of the field by several lengths. Collett closed the gap coming along the pole and the race was between the two until Powell made one of those electrical sprints, which landed him a winner by a length. Collett gained second by less than six inches from Blake.

At 4.30, after an unusually promptly run programme, the pacemaking ma-

chines came out to warm preparatory to the great race of the day. The pacemakers of Lesna, all dressed in bright red, paraded round the track. Lesna had twenty-three pacemakers up, three sextuplet and one quintuplet teams. Michael had thirty-one pacemakers, two quadruplets, three quintuplets, one sextuplet, one triplet, and others in reserve when needed. Michael was the favorite. He was loudly cheered and recheered as he came out.

Michael was again shoved off by Charlie Wells, Pat Sheehan performing the same duty for Lesna. Michael used a 106-gear, and Lesna one of 100. Each started back of a quad, which came down the stretch. Lesna was reported sick, his skin being yellow. Michael got away in the lead and at the quarter Lesna was back fifty yards. Down the stretch to the half Lesna tried to pass. Both made good pickups. At the mile Lesna was closely following Michael. At the mile and one-quarter Lesna went past on the back-stretch behind a sextuplet. Michael followed closely. At the two miles Michael's pacemakers still took pace from Lesna. The second mile was made in 1:49½, the two miles in 3:45¾, nearly eight seconds back of record. In the fourth mile Michael dropped his pacemakers and then caught them, passing Lesna at once and gaining rapidly.

Michael in the Lead.

At four miles Michael had 200 yards on Lesna and finished the fourth mile in 1:50, the time of the four miles being 7:34¾. Michael rode the fifth mile in 1:48¾, doing the five miles in 9:23¼, and finishing with nearly an eighth of a mile on Lesna. On the sixth mile Lesna gained in big jumps, and at six miles he was but a short distance back of Michael and this distance was pulled down rapidly. The six miles were made in 11:19; the sixth mile was made in 1:55¾.

At seven miles Lesna was but 100 yards back, and the excitement was at fever heat. Michael was still back of record. In the eighth mile Lesna was but twenty-five or thirty yards back. The eighth mile was ridden in 1:53¾. In the last half of the ninth mile, a sextuplet with Price on the rear, pulled Lesna by Michael, who took the rear wheel of Lesna and hung there. At nine miles, Michael took his own pacemakers and the teams were side by side. The time of nine miles, 17:05¾, was but seven seconds back of record.

Lesna to the Front.

Michael had lost his lead at nine and one-half miles, and was trailing Lesna. At the half-way point—ten miles—Lesna was just in the lead in 19:02, about twelve seconds back of the record.

At ten and one-half miles Michael passed Lesna at the tape and started to pull away. The excitement became intense. In the twelfth mile Lesna and Michael were fighting for supremacy side by side. Michael gained the lead and opened a gap at twelve miles of 100 yards. Lesna called for more pace and closed the gap rapidly in the last half of the thirteenth mile and passed Michael, only to be again passed by Michael in the stretch, in a most exciting sprint.

Lesna Calls for More Pace.

Lesna was again yelling loudly for pace and was but twenty feet back at the fourteen miles and was following a sex which held its own. He was directly at the rear of Michael again at fifteen miles. A poor pickup lost ground for Lesna, whose pacemakers seemed anchored. He again closed at sixteen miles and was but ten feet behind. At seventeen miles Lesna went by Michael who caught the rear wheel of Lesna. The French rider objected to the tactics of Michael's pacemakers. A triplet pulled Michael by and gained twenty-

five yards for him. Lesna did not gain, but just held his own until finishing the nineteenth mile, when he was but twenty-five yards back. Michael opened yard by yard, winning the greatest contest of the season by the length of the stretch.

Summaries.

Half-mile, professional; final heat—E. C. Bald, first; A. I. Brown, second; Arthur Gardiner, third. Time, 1:01.

One-mile, semi-final, amateur; first heat—E. M. Blake, first; G. H. Collett, second; H. B. Hills, third. Time, 2:32½.

Second heat—L. A. Powell, first; E. C. Hausman, second; George Reith, third. Time, 2:26½.

One-mile open, amateur; final heat—L. A. Powell, first; G. H. Collett, second; E. M. Blake, third. Time, 2:08½.

One-mile, 2:10 class, professional—Fred Titus, first; J. T. Kelleher, second; W. M. Randall, third. Time, 2:08½.

One-mile match race between W. A. Rowe and G. M. Hendee—Hendee, first; Rowe, second. Time, 3:01½.

Quarter-mile championship, amateur; final heat—E. C. Hausman, first; R. F. Ludwig, second; E. M. Blake, third. Time, :34½.

One-mile open, professional; final heat—Tom Cooper, first; Fred Loughhead, second; Major Taylor, third; J. S. Johnson, fourth. Time, 2:05½.

Half-mile handicap, amateur; final heat—F. H. Dreher, 20 yards, first; E. C. Hausman, scratch, second; Geo. Reith, 10 yards, third. Time, 1:01½.

One-mile handicap, professional—Tom Butler, 35 yards, first; Arthur Gardiner, scratch, second; Watson Coleman, 60 yards, third; H. B. Freeman, 85 yards, fourth. Time, 2:04½.

Times in the Michael-Lesna Match.

Mis.	Holder.	Today's Time.	Former Holder.	Former Time.
1	Michael	1:55	Michael	1:49
2	Lesna	3:45½	Michael	3:37½
3	Lesna	5:44½	Lesna	5:30½
4	Michael	7:34½	Lesna	7:20½
5	Michael	9:23½	Lesna	9:09½
6	Michael	11:19	Lesna	11:02½
7	Michael	13:16	Starbuck	12:56½
8	Michael	15:10½	Starbuck	15:00½
9	Lesna	17:05½	Lesna	16:58½
10	Lesna	19:02	Lesna	18:49½
11	Michael	20:56½	Lesna	20:43½
12	Michael	22:50½	Lesna	22:42
13	Michael	24:48½	Lesna	24:36½
14	Michael	26:42	Lesna	26:27
15	Michael	28:35½	Lesna	28:24½
16	Michael	30:30½	Lesna	30:22½
17	Lesna	32:29½	Lesna	32:20
18	Michael	34:27	Lesna	34:17
19	Michael	36:22	Lesna	36:13½
20	Michael	38:11	Lesna	38:13½

TUESDAY'S HEATS.

Springfield, Mass., Sept. 14.—The first day of the three days' National circuit meet at Hampden park, in this city, was totally taken up with the running of the preliminary heats for the finals, which will be run on Wednesday and Thursday. All the heats have been run off, both in the ama-

teur and professional events. The sport started at 9.30 in the morning and it was not till 6.30 that the long list of heats were run off.

Jimmy Michael and Lesna came out for short runs early in the morning and also late at night after the close of the running of the heats and made some phenomenal times. From present appearances all world's competition records will fall in their twenty-mile match race tomorrow. Both men are riding strong. Michael is a little the favorite owing to his past performance in this country, but Lesna is riding well and is confident of winning.

Earl Kiser is not present at the meet and his team mate, A. C. Mertens, is sick and not able to ride.

Heats Hotly Contested.

Never have heats in races been so hotly contested as those of today. All sprints were made on the quarter-mile mark, and the men flashed over the tape five and six abreast invariably. For the past two seasons, at all the large meets held, all the best men have been defeated without exception. Many surprises occur and new riders spring up. Springfield had her surprises, and men whom it was thought had little or no chance against the crackajacks came out with flying colors and the scalps of the champions.

Bald was beaten twice today by Major Taylor by over a wheel length. In the mile open only one man could qualify and Taylor defeated Bald in a most sensational manner, riding the last quarter in :25½ and winning from Bald by over a wheel length. Bald qualified in all events in which he entered but the mile. This is the second time this season that Bald has failed to qualify in his heat. Charlie Wells, the survivor of the California giants, was the surprise of the day. He won three heats in good style and made his first sensational riding this season upon the National circuit.

His first win was in the mile record race, the greatest race at the Springfield meet. Wells jumped at the quarter and rode unpaced, finishing all of fifty lengths in the lead of the field. W. M. Randall was another surprise for the cracks, and one upon whom they had not counted. Randall qualified in all events, winning most of his heats by wheel lengths. Randall and Wells were the two surprises of the meet. A. I. Brown qualified in nearly every heat and rode well. Tom Butler is regaining his form again. In today's heats he won two and finished close up in all others.

Johnson's Popular Win.

John S. Johnson qualified by winning his heat for the mile record race. His win was the most popular of the day and he was loudly cheered by the spectators. Tom Cooper rode better today than he has ridden for a long time. He qualified in most all events. E. S. Aker had a fall in his heat for the half-mile open as the men were sprinting down the homestretch for the finish by the exploding of his tire. He fractured his shoulder blade and will not be able to ride. Aker qualified in all the events he had entered with the exception of the mile record race. H. B. Freeman, the straight-away mile record holder, has just joined the circuit chasers and his showing has been first class. In today's races he qualified in most cases and won his heat in the two-mile handicap from a large field. J. A. Powell failed to qualify in the quarter-mile national championship.

The Professional Half-Mile.

The professional half-mile open, in four heats, two men to qualify in each heat, started the ball rolling. Ten men started in the first heat. Bald was on the pole. Miller took the lead. Taylor was third in line. Into the stretch the black cloud led the way and Bald chased him. Mosher and

Callahan were third and fourth. The time was 1:09½.

Nine men were in the second heat. Cooper and Gardiner played for the front successfully and made the running into the stretch. Gardiner held the lead, but Gately came up along the pole and defeated Cooper by inches only, with Randall on the outside and just as close. The decision gave Gardiner first, Gately second, and Cooper was shut out. The time was 1:05¾.

Eleven men were in the third heat. McFarland took the pace and Johnson went round into the face of the wind on the backstretch and to the lead, Loughhead gaining the front. Aker shot to the lead, and in a hard, game sprint took the heat, while Huffstetler came up to the second position. Notable shutouts in the heat were McFarland and Stevens, Loughhead, Johnson, and Newton, among whom the winner would certainly have been picked. The time was 1:08¾.

Ten men were in the fourth and last heat. Dr. Brown displayed his great form when he shot out to the lead and won easily. Nat Butler was well back and shot up along the pole to the second position easily. Other good men went wrong in this heat, for Hoyt, Wells, Cabanne, Tom Butler, and Fred Titus were all shut out. Wells was the third man, and the heat was the fastest—1:07½.

Amateurs Fight for Places.

There were four heats in the one-mile open, amateur, with two men to qualify in each heat. The first heat had eight men. As the field shot down the stretch, John S. Johnson, of Worcester, the best of the New England talent, shot up along the pole, squeezed through a narrow space, and won a very pretty race, with George Reith, of New York, in second position. The time was slow, 2:29¾. Collett qualified third.

Eight men in the second heat created a ripple of surprise as Blake

came up inch by inch to the winning position, with Victor Eckberg, second, and Ray Dawson, third. Dawson pushed past several men in the stretch. The time was 2:32½. Nels Carlson was closed out in this heat.

Peabody, the Chicago crack, took the third heat easily with R. F. Ludwig and E. C. Farre second and third, in the slow time of 2:52½.

Nine men in the fourth and last heat gave the the Frenchmen joy when they made it a funeral procession. E. C. Hausman had little difficulty in winning the heat over Powell and Hills. The time was 3:00½.

Good Men After a Snap.

Four heats in the mile professional 2:10 class race brought out many cracks not supposed to belong in that class. Huffstetler and Gately, men who had qualified in the half-mile open, shot out to victory at the finish of the first heat. The time was 2:30¾. Aker, who had also won a heat in the half-mile open, shutting out many of the cracks, set the pace in the second heat and won anyway, while Clint Davis, of Buffalo, shot up along the pole and gained second, shutting out Steenson. The time was again slow 2:45¾. Randall had things easy with J. T. Kelleher easily in second position in the third heat. Newhouse and Warren Reynolds were shut out. The time was 2:51½.

The fourth and last heat was another funeral procession with nine men up. Louis Callahan and Fred Titus had the argument in the last twenty yards, the finish being by inches. The time was 2:51¾.

Powell Shut Out.

The heats of the quarter-mile amateur national championship brought out excellent fields. In the first heat E. M. Blake made a grand contest with Reith and drew ahead of the New Haven rider just as John S. Johnson, of Worcester, came up the line to second place. The time was :33.

Peabody gave indication of his speed when he again walked away with a heat, taking Ray Dawson into camp this time. The two qualified and Collett was shut out. The time was :34.

In the third heat I. A. Powell went down before the prowess of E. C. Hausman and R. F. Ludwig. The time was :33¾.

Four heats were run in the professional mile open, with four men to qualify and the second in the fastest heat, giving five men for the final. Ten men went away in the first heat, including Loughhead, Kimble, McFarland, and Goodman. Kimble went up and around at the half mile, but was sawed back. Loughhead went round with Becker, and the field shifted around Kimble, who got clear on the turn. Loughhead gained the stretch first, and was never headed. Becker surprised the talent by finishing second at the rear wheel of Loughhead. Goodman, Kimble, and Hedstrom followed in order. The time was 2:24.

Nine men in the second heat carried things slowly for a half-mile. Johnson had the going at the half-mile. Doctor Brown sprinted at the quarter and the field sawed round him. One man and then another gained the lead, and Freeman, the Californian, gained it at twenty yards from home. Johnson shot up with his old-time ease and took the heat with ridiculous ease, with Freeman second. The time was 2:42¾.

Cooper Wins a Heat.

Nine men in the third heat with Cooper and Gardiner in the line-up aroused great interest. Gardiner had the lead at the bell and Cooper took it on the turn, the field moving slowly. Cooper was forced back one or two positions and shot out at the head of the stretch. He was never headed and ran first while Cabanne on the pole, came up grandly, Coleman, Newton, and Gardiner running in the

next three positions. The time was 2:25½.

Ten men in the line-up of the fourth heat included Bald, Taylor, Hoyt, Tom Butler, and Fred Titus. Bald was forced to set a slow pace for a full half-mile. Hoyt, Fred Titus, and Callahan played for his rear wheel. Tom Butler went up on some one's wheel, but Bald made a hard sprint to the front. Taylor had the lead and swerved down the stretch, shutting Bald out through throwing him off his stride. The last quarter was in :25¼, the heat in 2:36¾, qualifying Becker, Loughhead, Johnson, Cooper, and Taylor.

Good fields started in the half-mile amateur handicap. In the first heat the scratch man, Collett, did not qualify. Chub Nelson won the heat from 25 yards, and F. J. Dreher was second. George Reith gained a position, but was overlooked, Tenzler, 10 yards, being given third, and Anderson, 35 yards, fourth. The time was 1:01.

E. C. Hausman, the scratch man, took the second heat with Eckberg, 15 yards, E. C. Ferre, 25, and U. H. Minie, 35, in the other three positions. The time was 1:03¼.

T. J. Grady, 40, H. B. Hills, scratch, W. C. Roome, 20, and Ray Dawson, scratch, qualified in the fourth heat in a pretty race in 1:03.

Hotly Contested.

Every heat of the four that were run in the mile handicap professional was a race in itself with a large field. In the first heat thirteen men started and two fell. Gardiner rode a great race and finished within the qualification limit of four men. Cabanne rode finely, but failed to show at the finish. At the half-mile the St. Louis man ran away from Gardiner and closed with the field. The finish was between four men and J. L. Decker had the front with Gardiner, scratch, second. Newhouse 30, and Dr. Brown

45, were but inches apart. The time was 2:07¾.

Bald was on scratch in the second heat and passed Hamilton, gaining the back of the long line at the half mile. Bald started round at the quarter and into the stretch was coming strong. Aker shot out toward the front and his tire exploded. He struck the pole and went down with a broken collar bone to pay for the accident. Watson Coleman, 80, and R. A. Miller, 70, ran close for first; C. R. Newton, 30, and W. M. Cameron, 85, taking third and fourth, with Bald close up but failing to qualify. The time was 2:11¾.

Big Charlie Wells, from 75 yards, took a pretty race in the third heat and Owen Kimble pushed to second position in the last rush. E. A. Butler, 35, and J. T. Kelleher, 130, ran third and fourth. The time was 2:20¾.

McFarland, on scratch in the third heat, had his team mate, Stevens, at 25 yards, wait for him. Stevens pulled McFarland up and then quit. Tom Butler, 35, came through to victory.

The Amateur Mile Open.

Three heats in the amateur mile open, qualified the best men of the meet with one or two exceptions. In the first Collett, W. C. Roome, C. T. Nelson, and George Reith gained the four positions in order named. John S. Johnson and F. J. Morse were prominent shut-outs in this heat. E. M. Blake, C. H. Drury, Ray Dawson, and W. E. Tenzler might have been picked to qualify in the second heat. Peabody was beaten by E. C. Hausman in the third heat and R. F. Ludwig and Nels Carlson qualified. The time of the three heats was very slow.

In four heats the men qualified for the semi-finals of the great mile record race. Three men qualified in each heat. Tom Cooper made a strong jump into his sprint in the first heat.

Down the stretch there was a familiar rush and the scenes of last season came to mind as Tom Butler shot up past Cooper and to the lead. Cooper jumped into another sprint and gained the side of Butler, but did not get past. R. A. Miller, the ex-amateur, ran a good third.

In the second heat Wells shot out of the bunch at the quarter and with a long quarter-mile sprint in :29 gained the victory by 100 yards over Bald, who was hard pushed by Owen Kimble.

John S. Johnson did too much un-paced riding and took too long a sprint in the third heat, being beaten by Loughhead, Kelleher, and Louis Callahan, who came past in the stretch in a hard fight.

In the third heat, Frank Butler shot out of the bunch at the outset and gained a long lead. Watson Coleman closed that lead, but the bunch did not come up. Gardiner, Taylor, and other good men back in the field, failed to force matters. Into the stretch Butler and Coleman led, only to be overhauled near home, where Freeman, Taylor, and Hamilton went by with a rush, shutting Gardiner out of the final.

The Professional Championship.

A boy had stolen the peg and the officials could not find the hole where it had been. This delayed the starting of the heats of the third-mile national championship in which two men were to qualify in each heat. In the first Bald was first and Kimble took a close and fighting second. In the second Wells made a hard ride for the victory and all but gained it. Loughhead took the decision by a length and Newhouse shot up to the side of Wells and passed by an inch to second. Randall ran away from Gardiner in the stretch in the fourth heat, both qualifying. In the fifth and last heat, added owing to the large entry list, Tom Butler pushed

Cooper hard, the two finishing a foot apart. Among the most prominent shut-outs were John S. Johnson and Fred Hoyt.

Those Who Qualified.

Half-mile open, professional—Major Taylor, E. C. Bald, Arthur Gardiner, F. A. Gately, E. S. Aker, W. I. Huffstetler, Doctor Brown, and Nat Butler.

One-mile open, professional—Fred Loughhead, W. E. Becker, John S. Johnson, H. B. Freeman, Tom Cooper, L. D. Cabanne, Major Taylor, and E. C. Bald.

One-mile handicap, professional—Gardiner, scratch; C. R. Newton, 30; J. A. Newhouse, 30; F. E. Butler, 35; Tom Butler, 35; Doctor Brown, 45; Owen Kimble, 45; Jenny, 55; Coleman, 60; R. A. Miller, 70; C. H. Wells, 75; J. L. Decker, 80; W. M. Cameron, 85; H. B. Freeman, 85; C. M. Bly, 100; J. T. Kelleher, 130.

One-mile, 2:10 class, professional—W. I. Huffstetler, F. A. Gately, E. S. Aker, Clint Davis, W. M. Randall, Fred Hoyt, L. A. Callahan, and Fred Titus.

Quarter-mile, national championship, amateur—E. M. Blake, John S. Johnson, E. W. Peabody, Ray Dawson, E. C. Hausman, and R. F. Ludwig.

One-mile open, amateur—John S. Johnson, George Reith, G. H. Collett, E. M. Blake, Victor Eckberg, Ray Dawson, E. W. Peabody, R. F. Ludwig, E. C. Farre, E. C. Hausman, I. A. Powell, and H. B. Hills.

Half-mile handicap, amateur—E. C. Hausman, H. B. Hills, and Ray Dawson, scratch; W. E. Tenzler, 10; V. Eckberg, 15; W. C. Roome, 20; F. J. Dreher, 20; C. T. Nelson, 25; E. C. Farre, 25; J. N. Anderson, 35; U. H. Minie, 35; and F. J. Grady, 40.

The heats for the races of Thursday resulted as follows:

Half-mile open, professional—Randall, Brown, Tom Butler, Owen Kimble, Fred Loughhead, Barney Oldfield, Bald, Gardiner, and John S. Johnson.

One-third-mile national championship, professional—Bald, Kimble, Taylor, Brown, Coleman, Loughhead, Newhouse, Randall, Gardiner, Cooper, and Tom Butler.

Mile professional record race—Tom Butler, Tom Cooper, R. A. Miller, C. S. Wells, Bald, Kimble, Loughhead, J. T. Kelleher, L. A. Callahan, H. B. Freeman, Major Taylor, and W. W. Hamilton.

Mile open, amateur—G. H. Collett, W. C. Roome, C. T. Nelson, George Reith, E. M. Blake, C. H. Drury, Ray Dawson, W. E. Tenzler, E. C. Hausman, E. W. Peabody, and R. F. Ludwig.

Mile, 2:15 class, amateur—V. Eckberg, F. J. Dreher, R. M. Alexander, G. H. Collett, I. G. Perry, and E. C. Farre.

Half-mile open, amateur—Ray Dawson, George Reith, E. W. Cooney, John S. Johnson, E. C. Hausman, E. W. Peabody, I. A. Powell, R. F. Ludwig, and G. H. Collett.

Half-mile handicap, professional—C. R. Newton, 15; J. A. Newhouse, 15; Tom Butler, 20; Owen Kimble and Dr. Brown, 25; Watson Coleman and W. M. Randall, 30; C. S. Wells, H. B. Freeman, J. L. Decker, 40; Otto Maya and C. M. Bly, 50, and J. T. Kelleher, 65.

Five-mile amateur, national championship—U. H. Minie, J. S. Johnson, H. B. Hills, I. A. Powell, E. C. Hausman, E. W. Peabody, R. H. Ludwig, and Ray Dawson.

Two-mile handicap, professional—Coleman, 100; Maya, 180; Kimble, 90; Callahan, 40; J. Nadeau, 100; H. B. Freeman, 140; Nat Butler, scratch; Joseph Bowden, 100; W. E. Becker, 100; C. R. Newton, 50; A. T. Crooks, 165; H. P. Mosher, 165; A. E. Weinig, 120; Newhouse, 60; Steenson, 80. Time, 4:21%.

EDITORIAL

PROTECTING THE RACING MEN.

The council of the League of Victorian Wheelmen, of Australia, recently passed certain rules which might be adopted with advantage by the cycling associations of other countries, as well as by the rest of Australia. These rules went into effect September 1. One of them fixes the amount of the entrance fees in proportion to the size of the purses hung up in given events, and also the ratio of first, second, and third prizes. This is a good move for the protection of the racing men, as it does away with the sweepstake feature of big meets and prevents greedy promoters from exacting excessive entry fees. The division of the prize money into first, second, and third moneys, in the ratio of sixty per cent for first, thirty per cent for second, and ten per cent for third, will also obviate the doing of injustice to the competitors.

Another excellent rule adopted by the League of Victorian Wheelmen is one limiting the number of starters on tracks of given sizes. For instance, on a track less than fifteen feet wide, the maximum is six starters; on a track from fifteen to twenty feet wide, eight starters; for a track from twenty to twenty-five feet wide, ten competitors, and for a track twenty-five feet wide or more, fifteen competitors. This is indeed a wise measure calculated to diminish the number of accidents on the track. In these days of ambitious amateurs the overcrowding of race tracks is one of the greatest evils, especially in handicap events. Amateurs are more prone to erratic riding than the professionals, and when a large bunch rounds a turn the spectators always anticipate a spill, resulting more or less seriously to some of the contestants. With the fields limited as above, the dangers of fouls and falls will be reduced to a minimum.

Track racing machines have been barred from road events by the Victorian Cyclists' Association, owing to the number of fatalities and serious accidents which have been caused by the practice of riding light track wheels in road races. Such machines are obviously unfit for the rough road contests in which they are exposed to excessive jolts and strains, incident to crossing car tracks, bridges, stones, etc. Track tires on the road have also been debarred by the above mentioned league, and the minimum weight of twenty-three pounds for road racing machines appears to be entirely reasonable.

While road racing does not come within the jurisdiction of the League of American Wheelmen, the Century Road Club might at least require that all road records be established on machines of not less than this weight, which

would have a tendency to encourage road race promoters to debar track racers from the road.

Fatalities have been remarkably rare both in track and road races in America, but in these days of big entry lists and keen competition the racing men need some protection.

BENT ON

A

BICYCLE TAX.

The city hall officials of Chicago appear to be bent on burdening the cyclists of the Windy City with a bicycle tax, as if the great multitude who use the wheel in the western metropolis has not enough to contend with in the matter of rough, filthy, and ill-kept streets, unlighted carriages, careless drivers, etc. The proposed new ordinance to regulate bicycle riding is but a poor substitute for the defeated measure introduced by Alderman Martin, and under the guise of police regulations, seeks to impose a tax of \$1 on bicycles. If the previous ordinance was unconstitutional because it imposed a direct tax on certain classes for the purpose of raising revenue, it is difficult to see how the new regulations drafted in the office of the corporation council can be valid, inasmuch as they tax only those who ride wheels. All other vehicles are entirely ignored, probably because the corporation council well knows that the greatest opposition to the previous measure came from the owners of vehicles other than bicycles.

The ordinance to be introduced at the next meeting of the common council meets with far less approval than its predecessor, since no provision is made for expending the revenue raised from the tax on the improvement and maintenance of the city streets, and because it does not require that all vehicles carry lights after dark. The fatal mistake made by all who seek to secure such bicycle regulation is in supposing that the cyclists' principal objection is to the payment of the \$1 tax. Such is not the case; it is the class legislation which wheelmen combat most vigorously. All they ask is that the bicycle be treated as any other vehicle, and that all laws made for the one be extended to the other. The cyclists are willing to pay a vehicle tax if all other vehicle owners are compelled to do the same; are ready to carry lighted lamps at night if the law requires them also on other vehicles; but they want any money raised by the taxation of wheeled vehicles to go toward the improvement and cleaning of the streets, and they know that quite as many accidents are caused by wagons, buggies, cabs, etc., as by bicycles. Cyclists are a most reasonable class, and they merely want others to meet them half way.

ANOTHER CYCLING EVIL.

While cycling is conceded to be the grandest of sports and the most healthful of recreations, still there are many of its admirers and supporters who are not above criticism. Among the many prominent cycling lights who have achieved considerable notoriety might be mentioned the scorcher, who is only happy when he is killing some one or giving pedestrians heart disease; the silly dude cyclist, who attires himself in the colors of the rainbow, and imagines that he is about the swellest thing that ever straddled a bicycle, and the "gent" who wears a sailor collar, sweater, and low shoes with footless hose. But the worst case in the whole category is the spooney couple who will insist on riding "hands off" and

with one arm lovingly entwined around the neck of the other. What pleasure these creatures find in making such an exhibition of themselves would be hard to explain. They not only make laughingstocks of themselves but they also endanger the lives of rational minded people who may by chance be compelled to ride behind them. In the position they assume it is almost impossible to control a wheel as it should be on the crowded streets of a large city like Chicago. The park policemen should be ordered to arrest them just the same as they do the scorchers, for they are just as great a menace to the public safety.

It must have become lonesome on the "has beens" shelf, judging by the way Johnson, Brown, Tom Butler, Randall, and others rode at Springfield. It has been a long time since these men got their slice of the money.

Although Michael defeated Lesna yesterday, yet the fight was so close that the Frenchman can easily demand a return match. Michael has at last found a foeman worthy of his steel.

After his experience with the running horses at Columbus, Earl Kiser feels that he is now fully qualified to tackle a cyclone or the Empire State Express.

Springfield is indeed a surprising meet—it not only furnishes surprises in a racing way, but in attendance also.

Since the mile record went to 1:35 $\frac{5}{8}$, stocks have become very popular in England.—Society note.





The Quill Club meet on Labor Day was a great event for the Palmer army. Every race but one—the mile professional—was won on Palmer tires.

Two-mile professional, handicap, \$2,000 purse, won by Fred Titus on a Spalding, fitted with Palmer tires.

Half-mile professional, handicap, won by Aker on a Stearns fitted with Palmer tires.

Quarter-mile amateur, won by Powell on a Spalding fitted with Palmer tires.

Mile amateur, handicap, won by Hutcheson on a Sterling fitted with Palmer tires.

Five-mile metropolitan championship, won by Powell on a Spalding fitted with Palmer tires.

Arthur Gardiner, on a Dayton fitted with Palmer tires, won second in the other race, and Richt, on a Dayton with Palmer tires, won second in the five-mile metropolitan championship.

A great day for Palmers and the Palmer army!

The winnings of a National Circuit chaser in this year of grace are almost as ephemeral as the pot of gold at the end of the rainbow. According to Bearings, the aggregate circuit earnings of the ten leading professionals do not amount to \$8,000, and only three—Bald, Gardiner, and Titus—have won more than \$1,000.

In figuring each man's total winnings, however, the large number of meets, not National Circuit affairs, will be considered by the men themselves. Kiser ranks fifth in points, with only \$756 to his credit, yet he has won a goodly sum of money in the match races in which he has defeated Bald and Cooper. Fred Titus, who had practically won nothing until the Manhattan Beach races, now springs into the foreground with \$1,075 to his credit, the result of his winning the Quill Club's \$2,000 handicap.

This year's amateurs are attracting more attention than was accorded the amateurs of the previous season, and quite as much space in the cycle papers is given to Peabody, Dawson,

Ertz, and Powell, as to the leading professionals.

Thanks to the L. A. W. Racing Board, the amateur ranks have been pretty effectively purged of black sheep, and those riding for love of the sport are, in the main, a credit to cycling. Peabody and Powell probably occupy the most prominent positions among the amateur cyclists, and both of them are college men. Peabody is a shrewd, clever young fellow, and has in him the making of a good business man. For commercial purposes, his remarkable riding will some day probably prove to be worth several times the value of his numerous diamonds.

A most entertaining description of a bicycle race is that in last week's Wheel describing the famous \$2,000 handicap. The style is in striking contrast to the usual manner of depicting such affairs, and its refreshing air is decidedly welcome.

"Fred J. Titus," says the Wheel, "is a family man, and had designs on the \$1,000. On the circuit, he has the reputation of being an uncommonly avaricious individual. The glitter and the chink of gold makes his eyes dance and his fingers twitch, and when the Quill Club Wheelmen announced that the prize money would be suspended in bags from a wire over the tape, at least one man who knew Titus' disposition remarked that the sight of the money would strengthen his weak heart and add speed to his strong legs. And it did. Titus won his heat on Saturday, and, assisted by E. S. Aker, on Monday, captured the final and the \$1,000, thereby re-establishing himself in the good graces of the metropolitan crowd, which had come to believe him a quitter."

Elmer C. Davis, of Baltimore, who holds the 24-hour road record (on Palmer tires) writes:

"I have ridden this Palmer tire nearly 3,500 miles since you sent it to me. It is the same tire that I used on the 24-hour road record and it has not been in the repair shop once, nor has it a plug. I have had several punctures (it would be impossible to ride over Maryland's roads without them), but have not seen one yet I could not mend with a little judicious use of your repair tool, the Palmer Jiffy."

TIRES FOR MILEAGE.

A Splendid Opportunity to Get a Pair of Palmer Tires Free of Charge.

1. To the rider making the greatest mileage on Palmer tires during August, 1897, we will present free one pair of Palmer road tires.

2. To the person first guessing the name of the wheel ridden by the winner of the first offer, we will also give one pair of Palmer road tires.

CONDITIONS.

1. Affidavits to accompany mileage statements, with the name of the bicycle used.

2. Give name of paper in which these offers were seen.

3. Winner of offer No. 1 and employees of the Palmer Pneumatic Tire Co., barred from competing for offer No. 2.

4. Contest closes September 31.



KISER MIXES IT WITH
A RUNNING HORSE



STOCKS CUTS
THE FLYING
AND STANDING
MILES



BOURRILLON
LANDS ON
AREND

EVENTS OF THE WEEK



THE TERRILL BROTHERS
AFTER MORIN



DEAR OLD
SPRINGFIELD
GREET'S THE
CRACKS



TOM BUTLER
GETS UNWOUND
AT WATERBURY

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Equal in grade and quality to any bicycle tubing in the world. ❀❀ Made with the most improved machinery—hydraulic power benches and every modern equipment required to produce the best obtainable high carbon tubing.

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An abundance of natural gas—nature's free fuel—flows from our own wells and contributes its share to the quality and economical drawing of our finished product.

Capacity, 6,000,000 feet per year.

Write for prices and samples.

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Mention Bearings

TRADE

TRADE LETTERS

TOLEDO TRADE TOPICS.

Manufacturers Keeping Their Plans for 1898 Very Quiet—Attempted Burglary at the Maumee Factory.

Toledo, Ohio, Sept. 13.—As a matter of fact the several bicycle manufacturers of Toledo are unusually secretive with regard to the '98 product, partly because of the absence of cycle shows this year, and partly because they do not wish to let their competitors know just what surprises are in store for them. At least five plants in Toledo are known to have completed their '98 models, but are not quite ready to let the trade know anything about them. The five referred to are the Lozier Mfg. Co., the Kirk-Young Mfg. Co., Jos. L. Yost, the Snell Cycle Fittings Co., and the Union Mfg. Co. Their product, the Cleveland, Yale, Falcon, Snell, and Viking models, respectively, is already decided upon definitely, and from what may be learned on the outside shows wonderful advancement and radical changes and features as compared with last year. It is an open secret, according to General Manager Kirk, of the Kirk-Young Mfg. Co., that the majority of wheels for next season will have the two-piece crank-hanger, oval crown, and flush joints.

Talking for his own company Mr. Kirk said the Yale model to be pushed hardest next season will be the \$50 pattern. There may be a cheaper model turned out, and Mr. Kirk says the best Yale model will not be listed higher than \$65. As the company is to manufacture three distinct grades, it may be inferred that the list prices of '98 Yales will be \$40, \$50, and \$65. In this connection it is not out of place to say that although it has not a single traveling salesman on the road at present, the Kirk-Young company received an order on Thursday last for the shipment of thirty-six Yale wheels.

Yale Salesmen.

Four of the salesmen who are to go out on the road some time between October 1

and 15 for the Yale interests are Arthur W. Kirk, a brother of the general manager of the Yale plant; O. P. Bernhart and Frank B. Rigby, of Toledo, the ex-racing men, and W. R. Darrow, of Philadelphia. Mr. Kirk has been assigned to eastern territory, traveling in the farther eastern states, with headquarters in New York. Mr. Rigby's territory has been made to include the states of Wisconsin, Minnesota, Kansas, and Missouri. Mr. Darrow will travel in the east, west of New York City, and Mr. Bernhart will have Indiana, Illinois, and certain of the southern states. It is expected to include much new territory in the Yale family this year, as compared with last year, and in consequence the plant will have a much larger output and better facilities.

It is given out by the Kirk-Young people that their reason for having the name of the industry changed to Kirk Mfg. Co. instead of Kirk Cycle Co. or Kirk Cycle Mfg. Co., is that it would have been necessary for them to get out new papers of incorporation to have the plant styled anything but "Mfg. Co." Applications of this kind finding their way to common pleas court are generally heard and granted in three weeks' time, so that it will require but little trouble to get new papers.

An Attempted Burglary.

Thieves broke into the plant of the Maumee Cycle Co. on Friday evening of last week, and after binding the watchman, August Colpurt, and kicking him into insensibility, proceeded to rifle the safe of its contents. They had broken the combination of the vault and were endeavoring to secure the valuables inside when the alarm was given and they were compelled to flee. Two men sprang in upon the watchman while he was at work in the office, about 2.30 o'clock in the morning, and with the assistance of two others carried him to a rear room of the building where he was bound hand and foot. He called out loudly for help but was silenced by a revolver's muzzle poked down his throat. The American District Telegraph company did

If you want to be in the swim in '98

See us at once and look at our new models, up to date in every particular and

Business Breeders

We are now ready to talk business with jobbers, and are now showing '98 models of

March-Davis and Admiral Bicycles

— at —

800 Isabella Building, 46 E. Van Buren St., Chicago.

Correspondence invited.



March-Davis Cycle Mfg. Co.

Factory, 44th and North Aves., Chicago.

47 Warren St., New York.

Mention Bearings

**Jobbers,
Attention!**

WE ARE
READY
TO FIGURE
WITH
YOU ON
YOUR 1898
BUSINESS!

Samples Ready
... for Your Inspection.

Positively the finest and hand-
somest machines, embodying
the greatest selling features to
be found on any cycle.

DON'T CONTRACT until we can
have an opportunity to figure
with you or send a traveler to
see you.

Rouse, Hazard & Co.

Manufacturers, Peoria, Ill.

Mention Bearings

not get the watchman's regular call and 'phoned to the Yost plant, which is not far away, to find out the reason. Mr. Yost's watchman found Colpurt bound hand and foot, and in the meantime a passerby had heard Colpurt's cries for help and had given the alarm. A telephone message was sent to police headquarters, but when the officers arrived the thieves had gone. The watchman had \$35 on his person, but this was not taken. Manager Jaquet is congratulating himself that the thieves did not get into the safe, although they would have secured but very little money. They might have taken some very valuable papers, however. It is evident the work was done by tramps, for it was done clumsily. So far the police have found no trace of any one of the gang.

One visitor of the week who was evidently well received, and who secured much encouragement from the trade, was James E. Plew, of the Manufacturers & Merchants' Warehouse Co., Chicago, who is carrying a line of the famous Plew saddles, Sartus hub ball retainers, pedals, spokes, nipples, steel balls, and cycle sundries. Mr. Plew is also representing the Indiana Chain Co.'s industry, manufacturing Indiana chains, and is booking orders for the U. S. Projectile Co.'s seamless steel tubing. All these products are being handled this year by the M. & M. Warehouse Co.

Changes in the Viking Factory.

After three weeks of labor and a money outlay of from \$5,000 to \$7,000, including building and new machinery and facilities, the Union Mfg. Co. has converted its old foundry building into a screw machine and lathe works, 120x70 feet in dimensions. This has been accomplished by raising the floor three feet from the ground and by putting in new posts and pillars. There will be from 100 to 150 men employed in the new department and nearly all of them will be additional to last year's force. The new department forms the west wing of the building and is but one story in height, being substantially built. There is no laxity in the work being done at the plant now, and it is announced that 100 men are on the pay-rolls. They are retained mainly to get out the Union company's Keno model and for the preliminary work on the '98 output. Two hundred of the Kero models were sent out last week and there are some other orders yet to be filled.

The Retail Trade.

As going to show how remarkably well business holds up with the retail bicycle stores, Manager Jack Swindeman, of the Lozier rooms, reports fifteen wheels sold for

the first half of last week. So great is the interest being taken in fall cycling that ten new ladies' Clevelands were added to the rental department last week to meet the demand for ladies' wheels. F. B. Test, of the Bicycle hospital, says he has all the work he can manage. So far this season he has put on 150 pairs of Kokomo tires and none of them returned. J. H. Saelzler, of the Adams Street Cycle store, who is considerable of a prophet, predicted early in the season that the best cycling weather would be during the months of August, September, October, and November. His patrons evidently believe as he does, for the Adams street store sells right along from eight to ten wheels daily. Several more men have been added to the repair force, made necessary by the rush of business. Mr. Saelzler has been the downtown agent for the Snell Cycle Fittings Co. this season and from first to last had a wonderful run on the Snell wheel.

Snell Cycle Fittings Co.

Perhaps no industry in Toledo is better started on the '98 season, or has its interests better fortified than the Snell Cycle Fittings Co., whose traveling salesmen are already out over their territory looking up new business. M. E. Meader has just returned from an extended trip, which took him through Illinois and as far west as Topeka, and visiting also St. Louis, Kansas City, Indianapolis, and Terre Haute. During this trip he disposed of a large quantity of '97 wheels and fittings, as well as canvassing the trade for '98 outlook. On Thursday evening George E. Curtis left for a two weeks' trip to Buffalo, Boston, Hartford, Conn., and other points, going solely to look into '98 trade. H. J. Thompson has reported back at the factory after a successful trip to Chicago and other points, and reports a healthy outlook, so that, taken as a whole, the Snell wheel is promised a successful run for next season.

Two hundred men are now at work in the plant of the Toledo Metal Wheel Co., so President Southard says, and the plant is now kept running twelve hours a day. An order came one day last week from a New York exporting house for the shipment of twenty-four juvenile wheels to Honolulu, Hawaii. The company was greatly pleased with this order, which was sent out immediately upon its receipt.

Two visitors of the week having dealings with the trade were E. C. Fletcher, secretary of the Indianapolis Chain & Stamping Co., and Fred Roger, representing R. B. McMullen & Co., of Chicago. They were in the city Thursday.

W. G. Dence, who is bill clerk in the

Lozier Mfg. Co.'s offices, has recently become the representative of the C. T. Ham Mfg. Co., of Rochester, maker of the Diamond lantern, and is selling the lamp to riders direct. He recently sent one of these lanterns with a Cleveland shipment to Yokohama, Japan.

It is announced by the Lozier people that they recovered no less than eight complete wheels stolen in parts by dishonest factory employes and put together on the outside. The Loziers, perhaps, suffered most by the wholesale thievery carried on recently by Toledo factory employes.

Likes the Boice Tire.

Lieut. E. F. Brown, of the Fifth Artillery, United States army, stationed at Fortress Monroe, Va., writes to the Toledo manufacturers of the Boice tire: "The tires you sent me have been used about two months and a half. They have had hard usage over the oyster shell roads here, having been frequently ridden over the unbroken shell. No cut or puncture has yet been made in them. A small wire nail was found one day last week sticking in the front tire. The nail was bent in all directions, but the tire itself remained uninjured. As far as the puncture proof qualities are concerned, the tires are all you claim for them. Yours is a more serviceable article than the ordinary tire for military purposes, where business, not simply pleasure, is the end in view. The military tire must be a punctureless one, and I heartily recommend yours for this purpose."

W. T. Nettleton is on the traveling staff of the Paragon Oil Co. and an enthusiastic wheelman. He is best known as "Paragon" Nettleton and "Salamander" Nettleton, because of his new preparation "Salamander," which is a chain lubricant of merit. With his wife, Mr. Nettleton has just returned from an extended trip in Canada, riding home from Landis. It consumed just forty-eight hours' actual riding time to make this journey, which is more than 400 miles. It was a long ride for Mrs. Nettleton, but she states that although it was her first long-distance experience, she feels no ill effects from it. Mr. and Mrs. Nettleton rode twelve hours at a time and did not make any undue haste to get home. They rode '97 Viking wheels.

VANCE PRATHER.

NEW YORK WANTS CYCLE SHOWS.

Dealers May Hold One Before the End of the Year—Sentiments of the Retailers.

New York City, Sept. 13.—There is a general opinion among the local dealers of

New York and Brooklyn that a cycle show will materially increase their business during '98, and it is not unlikely that the local boards will promote some kind of an exhibition before the first of the year.

A number of dealers when questioned regarding the matter appeared to favor the plan, and although they spoke of the heavy expense to be incurred, they thought that the amount of advertising received would more than pay for the outlay. Of course, the National Cycle Board of Trade does not sanction cycle shows, but at the same time it does not say they shall not be held, and the only thing that troubles the local dealers is whether the public would patronize a show, such as could be conducted by the local board, after being accustomed to the big shows promoted by the national board.

Long Island Wants a Show.

Over in Brooklyn, President George W. Bennett, of the Cycle Board of Trade of Long Island, stated that almost every member of the board favored the idea of a local show, as both its shows in the past had been successful both from a financial and business standpoint. Mr. Bennett said: "I think a cycle show in this city during the winter would arouse interest in cycling just the same as it has done in the past, and would eventually bring business to the Brooklyn dealers. Our former shows have been successful and I think that the Brooklyn people still desire to see an exhibition of cycles before making their selections. Of course, out of the 310 dealers who are doing business in the city at present, I do not suppose more than 150 will be selling bicycles next year, as the business must simmer down to a practical basis. I think all of these firms would exhibit at a cycle show as they have seen the good results of such advertising in the past. The board will be very careful about showing any antagonism to the national board, and although the big organization will not sanction the cycle show I do not think it will interfere with us. The Cycle Board of Trade of Long Island has accomplished a great deal for its members, and at our next meeting will take up the question of guarantee, and will doubtless indorse the three months guarantee on bicycles and tires. As a proof that some good bicycle business has been done in Brooklyn this year I might say that I have sold 3,000 Ramblers besides many other makes."

Secretary McCargo, of the National Retailers' Association, was in the city last week and stated that the general sentiment among dealers was for local shows, and that the local boards should have option in the matter. Mr. McCargo has traveled

almost continuously since the New York cycle show, although his headquarters are in St. Louis, and he finds the same opinion prevails in New England, the east, and wherever he has visited. A. R.

REVIEW OF TRADE CONDITIONS.

Crescent City Cycle Business Is Affected by King Cotton and Yellow Jack—Fall Outlook Good.

New Orleans, La., Sept. 13.—The trade year in this city is governed by the cotton crop and according to the dictations of that business, September 1, ends the season. On that date the daily newspapers all strive to outdo one another by publishing the largest and finest trade edition. This season, for the first time, the bicycle business was honored with, not only a mention, but column after column of matter, and in several of the largest papers, pages were devoted to its interest. The cycle trade has grown wonderfully since December, '95, which was really the date of its birth in the Crescent City. Prior to that time there were but six dealers here and these, with one exception, E. C. Fenner, were but little more than one-horse repair shops, and half a dozen more would have completed the number of dealers throughout the state.

Colonel Pope Made a Visit.

About that time Colonel Pope visited the city and seeing the state of affairs that then existed—only half a dozen stores in a city of 250,000 inhabitants, where the demand had outgrown the supply as a natural consequence of the reports from the north and east brought back by the summer tourists returning from those sections—he decided within twenty-four hours to open a branch in this city, where, added to other advantages, the riding season knows no end. He stayed about a week and then announced in the local papers that a branch would be opened in a short time. By January the new models were in and a beautiful new store was opened. It amazed the public. No one could understand how the bicycle business could support a store of such magnitude and with such expenses. But from the day the doors were opened there was no doubt as to its success. The riding school attracted crowds night and day, there was almost no competition, so the company sold bicycles with little trouble, and the renting business was more than it could handle, customers often standing an hour waiting for others to return wheels.

This monopoly lasted several months, until other prominent dealers got upon a

fair footing. From six the dealers increased in three months to sixty, and these all succeeded until July. From July to December, dull months were experienced, owing principally to the lack of confidence in the business which the larger part of the trade had developed. Credit had been given too freely. The new venturers into the business had figured upon enormous profits on their investments—eight per cent per annum was not to be compared with the monthly profits in the bicycle business—notes were taken at face value and the profit upon the wheels figured net. Guarantees and the return of badly worn bicycles in payment of the outstanding notes were not considered. Then the small under-capitalized dealers began slowly to retire; the large ones to be more conservative in every way, and time payments cut down to a minimum. In this way many weathered the season made dull by themselves, until December, '96, when the demand was again at its height. The number of dealers again began to increase and advertising was resorted to and has been kept up ever since. All this summer the dealers, by discrete advertising and by the advantage gained by the drop in prices, have maintained a brisk business, and now all branches of the trade are even improving.

Demand for Last Year's High Grades.

This season the demand here has been for a high-grade wheel at a medium-grade price and '96 models filled the bill. There have been more high-grade '96's sold than both medium and high-grade models of '97, and still the demand continues. The talk of chainless '98's affects sales but little. The slight difference between '96 and '97 models and the vast difference in the prices thereof quoted by the local agents is principally the cause of this condition. Last year but little jobbing was done. The demand was not sufficient throughout the smaller towns of this and the adjoining states, but soon after the boom reached New Orleans this demand began to increase very noticeably. So extensive has it become that a number of jobbers have closed a most successful year. This season traveling men have been employed, catalogues issued, and stock increased with the confidence acquired from the season of '96, and the competition of other large cities has been successfully met. Now, in the smaller towns, there are more wheels in use, in proportion to population than in New Orleans.

Trade Will Be Worked Earlier.

The number of drummers who visited this city in January of this year found they had been preceded, and that orders had already been placed for '97 machines. The

southern trade this coming season will be worked earlier. The manufacturers are already beginning to negotiate for the business of the coming year.

Last season the dealers were too conservative in regard to carrying stock and too liberal in regard to time payments, but now conditions are just the reverse. At the time price-cutting began, the local dealers were all well stocked, the prices at which the goods were purchased having been quite high. They all realize, however, that if they would stay in the business, competition must be met. Accordingly, they have dropped prices, and are now working on the smallest margins on bicycles. Sundries have not suffered to the degree wheels have. Occasionally an announcement of low prices on a job lot or on shop-worn articles will be made, but regular stock brings, at retail, regular prices. Jobbers have been compelled to slice off a bit of their prices owing to competition with other cities; but, in turn, manufacturers have reduced prices to them, so their margin has remained about the same.

Judging from the largely increased number of sales since price-cutting commenced, it is believed by the larger dealers that during the season of '98, when lists will be low enough so all can ride, the amount of business will exceed that of this year. The newly paved thoroughfares, the numerous attractions catering to the wheelmen, the cycling columns which now form an important part in the local papers, all promise an increase in '98 business equal to if not larger than the growth of the trade during the two seasons just passed.

The repairmen are all jubilant over the prospects. They have had an excellent summer and most of them report an increase during the past fortnight.

There have been fewer failures this season than last, and at present no others are imminent.

Yellow Fever Spoils Trade.

In Ocean Springs and Biloxi, Miss., two towns but a few miles apart and but two hours' run from this city, there now prevails an epidemic which a number of eminent physicians from this city and Mobile, Ala., declare is yellow fever. These two places are now quarantined from this city and Mobile. Both are coast towns and prominent as watering places along the Gulf of Mexico. There are over six hundred cases of the fever reported and a number of deaths have occurred. Of course, the bicycle business is dead in these towns and no goods can be shipped in or out. No orders are being received by the large dealers here from the afflicted sections, which as a gen-

eral thing purchase largely at this summer season.

The jobbers here are beginning to feel the lack of orders from the entire line of gulf summer resorts, the visitors to which are returning home from all save the quarantined towns.

Building Wheels to Order.

The building of special wheels to order is becoming an extensive part of Stauffer, Eshleman & Co.'s business. A 32-pound track tandem, built very similar to the Barnes, has just been completed, and is without a doubt the finest bicycle ever built in this section. It was designed by A. C. Abbott for use by himself and Palmer Abbott on the track. R. W. Abbott, the manager, thinks there is but one thing necessary to complete the equipment of his repair shop, that is a nickel-plating plant, and this he intends to install as soon as he returns from Chicago. The amount of enameling work now being received will justify a large oven, and this also Mr. Abbott will put in shortly. The firm has just issued the finest supply and sundry catalogue ever gotten up in the south. It contains sixty-four pages and includes everything in the sundry line, and all tools necessary to equip a repair shop of any size.

More Increases Space.

The prominent location of W. H. More, on Carondelet near Canal street, has proved a most successful one. Mr. More has found it necessary to increase his space and has accordingly leased the adjoining store. He has cut down the partition separating this from his former building. The floors of both have been torn up and paved with cement. The place has been completely renovated. New signs have been hung and now everything is in readiness for the fall trade. Mr. More handles only the Victor, formerly sold by the H. & D. Folsom's Arms Co. The demand for this make, created by the latter firm, has been turned over to him. The Victor in this city stands with a record as peerless as any and equaled by very few makes.

Crescent Cycle Co. Pushing Pope.

The beautiful store and riding academy of the Crescent Cycle Co., located next to the branch of the Pope Mfg. Co., is the keenest rival of the latter. These two stores cater to the same class of trade—the highest class and wholly retail. Since the closing of the Jackson Cycle Co., these two stores have divided the trade of that firm in renting, repairing, sundries, and in the riding academies. The recent improvements made by the Crescent Cycle Co. has caused the Columbia people to spend some money

upon their store. Until the opening of the Crescent, the Pope branch stood unexcelled in beauty and facilities for the accommodation of customers, but the Crescent Cycle Co. now excels in these two qualifications; so, in turn, the Pope Mfg. Co. has begun to make further improvements calculated to again place the Columbia at the top notch.

Getting Ready for Fall Trade.

E. Fernandez & Sons are having their wheels put into thorough condition and their store in first class order for the fall boom, which has already begun to be felt. The weather is beginning to be cooler and dryer and riding is increasing.

L. S. West has opened another new store on Tulane avenue near Claiborne street. This is being managed by A. Bowen, who is interested with Mr. West. The latter states that his business is greatly increasing. He says that at times he is compelled to turn away repair work.

W. E. Maxent is now located in his new store on St. Charles avenue near Berlin street. He has leased the ground and has built a neat, substantial building to suit his needs. His business this season has been satisfactory, but '96 was a better year for him.

F. C. Leland has succeeded P. J. Poelman in his business on Jackson avenue near Magazine street. The store will be conducted as heretofore. It is a renting depot with which is connected a repair shop and sundry store.

A. Schwartz & Sons are clearing out their stock consisting of the complete line of the Waltham Mfg. Co. They are at present without a manager, G. S. Westerfield having resigned.

H. A. Testard has purchased a new set of show cases and has overhauled his store. He is competing well with the other large dealers, and is doing an excellent business in second-hand machines.

V. V. Barrouse has moved into his new store on the corner of Melpominee street and St. Charles avenue. His new store is much larger than the old place and much more attractive in appearance. It is a two-story frame building, with a gallery surrounding, and as both of these streets are asphalted, the corner is a most prominent one. The place is called the Companion Bicycle Works, the Companion bicycle being handled.

The Monarch Is a Standby.

The local branch of the H. & D. Folsom's Arms Co., of New York, has always ranked among the leaders in the bicycle trade. A jobbing and retail business is done. The company controls this state and Mississippi

on some of the lines handled. Last year it and the local branch of the Pope Mfg. Co. were the leading retail firms, and in '95 this firm did an excellent business. It has established subagencies in many of the prominent towns in this and the adjoining states. O. M. George is the local manager. It was reported that in October this branch would be closed, but the manager states that this is a false report. The Monarch bicycle is and has been represented by the concern for several years. It has become an old standby. Each year it is catalogued and this season has been pushed as the leader. The complete line of the Monarch Cycle Co.'s output is handled, and a special model is sold by the company under the name of the Golden Oriole. The Monarch company has done a good business throughout the southern states, and there are few towns of any importance in this state or Texas in which the firm is not represented.

The Revere Rubber Co., at 410 Carondelet street, is the southern distributing depot for New York tires and supplies. These people for some time had a monopoly on the smaller trade until some of the other large tire firms opened distriouting depots here. Their supplies, however, are still in large demand.

Jno. R. Sherwood & Bro. have been succeeded by Jno. R. Sherwood. The successor is doing a splendid repair, renting, and sundries business. He is no longer handling bicycles.

Raymond, Stearns & Gray, at 404 Carondelet street, are representing the Tribune people.

FRED. MOORE.

WORDS OF WISDOM.

Uncle Sam's Officials Tell American Manufacturers How to Sell Goods in Mexico.

Washington, D. C., Sept. 13.—According to figures furnished by the Treasury Department, the exports of bicycles to Mexico were three times as great during the twelve months ending June 30, 1897, as in the preceding twelve months—the values being \$73,117 for this year, and \$24,278 for its predecessor.

In view of the fact that American bicycles are gaining in favor in Mexico, a few facts relative to that market may be of interest to our manufacturers.

The trade of Mexico has been commanded so long by England, France, and Germany that it will not be deflected or divided except by the most industrious methods. The merchants and manufacturers of the United States should organize for this commercial battle, as those other nations will only yield



“Get there and get back.”

On September 1, the '97 League tire completed its run and transferred to the '98 League its load of medals and records. There are lots of them. '97 was a busy year with us, and Leagues won right and left, on the road, on the track, everywhere. The '98 League will continue the good work. In its construction we employ the same fine Para rubber, the same selected Sea Island fabric, the same skilled and careful workmanship. This year, as last, the League will be the best tire that our money can make, that your money can buy.

There was room for just one improvement—a special fast tire for road use by experts. The League Special exactly fills the bill. Thread fabric is used, and gives a bounding life and resiliency that sends the tire forward with the slightest expenditure of effort.

LATEST LEAGUE VICTORY: Amateur one-mile, paced, flying start, 1:43 2 5—**A WORLD'S RECORD**—H. G. Gardiner, Philadelphia, Sept. 11.

Mr. Dealer, specify League tires on your '98 wheels.

NEW YORK BELTING & PACKING CO. LTD.

Mention Bearings

it after the most stubborn fight. The geographical situation of the United States is so much more favorable for the transportation of its goods, that that fact alone should give it the decided advantage over other countries.

How to Sell Goods.

T. H. Martin, who, in the capacity of chairman of the Mexican trade committee of the National Association of Manufacturers, has paid a number of visits to the republic, has given to the press the following interesting statement: "The trade of Spanish America is eagerly and systematically sought by European manufacturers; American manufacturers occasionally send representatives to visit the trade centers. These representatives indulge in wonderful stories regarding the greatness of our country and the especial virtue of whatever they have for sale; then they sail away for their homes in the silly belief that their arguments have carried conviction to the minds of their listeners, and that orders will follow in abundance. These boastful and self-confident salesmen mistake the suave and courteous acquiescence of the Spanish American people for conviction, and many a heart has grown sad waiting for orders to be sent 'immediately, senor, immediately.'

"When we set out in earnest to capture the markets of our sister republics we must respect the intelligence as well as the customs of their people. They are not children in the arts of trade. They are shrewd, calculating business men. They have very clear ideas regarding their wants, and a very distinct purpose to manage their business as they see fit. They are neither unreasonable nor unsophisticated, and it is a fatal error to assume that they will alter their methods to suit our convenience. When we approach these buyers with practical arguments and the same business like methods now accepted and practiced by the manufacturers of Europe, we may reasonably hope to secure our share of the Spanish-American trade. Until we are ready to meet these conditions we have no just quarrel with our neighbors for patronizing the manufacturers across the water."

The Ideal Drummer For Mexico.

A former United States consul to one of the Mexican cities thus aptly describes the ideal drummer for Mexico: "He should be a gentleman in manners and address, and should speak Spanish fluently. The Mexicans are a polite and formal people in their counting houses, as well as in their homes, and often do not understand the more familiar manners of other nations. Politeness, patience, and tact, joined to a full trade

knowledge and ability to speak Spanish well will sell goods in Mexico. Goods are not sold in Mexico in the quick way of our country; several days of chat and social intercourse often precede the closing order for a large bill of goods. Many questions must be asked and clearly answered. This is especially true when the Mexican buyer knows but little of American goods, and this ignorance is, unfortunately, but too common.

"As to the questions to be answered the commercial traveler must know the weight, size, and all the subdivisions his goods may present—manner of packing, sometimes the measurements (cubic or square), rates of freight from the United States to the town where he offers them for sale, customs duties, rates of exchange or difference in values between Mexican and United States money. In other words, he must be prepared to figure at short notice how much the goods he would sell will cost laid down at the door of his customer, making proper allowances for possible additional customs charges, brokerage, and municipal taxes.

Should Know Everything.

"The commercial traveler who is able to figure quickly within a few cents one way or the other the cost of his goods delivered, will get the order in preference to another man, who, when asked, 'What is the rate of freight, of exchange, the weight, the duty, packing, etc?' can only answer, 'Don't know.' Every merchant worth dealing with in Mexico keeps a 'book of costs,' in which he has figured the cost prices of all his goods, and he can tell you very quickly how much the same article has cost him at different times, from different sources, and at different rates of exchange.

"Commercial travelers should always ascertain before soliciting orders in a town, if there is a license tax to be paid. Of late years certain states in Mexico have imposed a license tax on commercial travelers, amounting in some instances to \$150. It is almost certain that a considerable reduction can be obtained by promptly applying to the town authorities for permission to exhibit samples and solicit orders for a specified time. Samples brought to Mexico by commercial travelers are subject to duty if in such shape as to be salable merchandise."

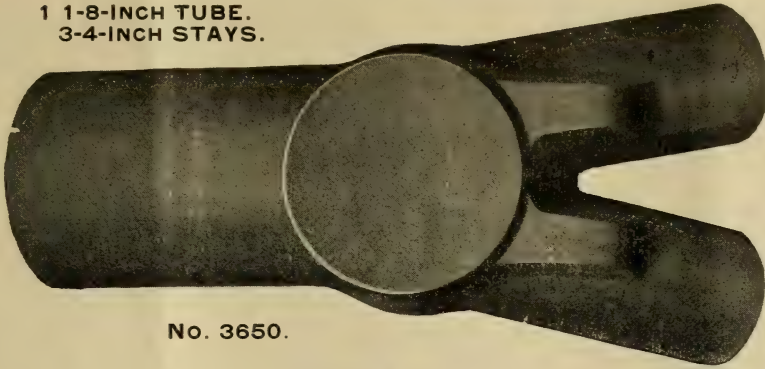
A New Institution.

There was recently opened in the City of Mexico an institution under the style of the manufacturers' permanent exhibition. This exhibition is planned and conducted very much on the same ideas as the Philadelphia commercial museums recently inaugurated in this country, and which are meeting with

NEW SEAT-POST BRACKET

FOR FLUSH JOINTS AND EXTERNAL FASTENING.

1 1-8-INCH TUBE.
3-4-INCH STAYS.



No. 3650.

If interested, write

J. H. WILLIAMS & CO., 9 to 31 Richards St., BROOKLYN, N. Y.

FINEST FORGINGS.

Mention Bearings

THE "LEADER" FOR 1898

THE POPULAR PRICE HIGH-GRADE HUB FITTED WITH

"SARTUS"

BALL RETAINER



And made by WARWICK & STOCKTON COMPANY, Newark, N. J., U. S. A.

INDIANA CHAIN CO.

INDIANAPOLIS, IND., U. S. A.

Makers of Celebrated Indiana Chains. Write for prices.

FOB mailed for 28c.

No. 7



Mention Bearings



so much success. Through the medium and agency of this exhibition, manufacturers in the United States may place on sale, or exhibit, samples of their goods, thus bringing them directly to the attention of Mexican buyers and merchants. Samples put on exhibition by manufacturers will have their prices marked on them, so that Mexican merchants will be able to compare them with similar articles furnished by European and other merchants.

One feature of the exhibition is the bureau of information, designed to give general information of a commercial nature, embodying reports showing the origin of goods, demand and supply, discounts allowed, import duties, manner of packing, trade-marks, patent laws, and, in fact, all information appertaining to the specific articles offered for sale. It will also furnish manufacturers who may desire to establish branch manufacturing in Mexico with all information in regard to commercial statistics of the country, specifying those branches of manufacture which require concessions from the government, and also those which are entitled by law to certain privileges, and exemption from taxation.

The expenses incident to the exhibition of goods are nominal. Import duties will be collected by the Mexican custom house officials the same as if for goods introduced into the republic for sale, unless exhibitors request the management in advance to arrange for the goods to be admitted as bonded merchandise.

This enterprise has received the recognition and approval of the president of Mexico and other prominent officials of the Mexican government. The general manager is Senor Luis Siliceo, 232 Juarez avenue, City of Mexico. H. G. WARD.

ANTIPODEAN TRADE NEWS.

American Makers Should Pay Attention To Road Racing Machines—An English Circular.

Wellington, New Zealand. Aug. 12.—The outcome of the wrangling which has been going on between Yerex & Jones and S. E. Wright, mentioned in my last letter, is the issue of a writ claiming \$25,000 damages for libel against the former firm by the Goold Bicycle Co., of Canada. M. G. Phelan, the manager of the New Zealand business of the Goold company, sent full particulars of the case across to Sydney headquarters, and on Saturday last he received instructions as above.

American makers should note a regulation which has just been passed by the League of Victorian Wheelmen limiting the

weight of machines ridden in road races under the control of that body to 23 pounds. This action has been rendered necessary owing to the foolish practice of competitors riding track racers in road competitions, the result being many accidents, two of which have recently resulted fatally. As a great competitions, their weights varying from 19 many American machines are used in these to 22 pounds, it would be well for makers in America to see that road racing machines intended for Australia, or at any rate for Victoria, are not under 23 pounds, otherwise the use of American machines in road races will be considerably lessened.

English After Their Lost Hold.

Another matter of interest to American makers is the following circular. It will be seen that the English makers are going to make a bold bid to recover to some extent the position they occupied in our markets before the advent of the American wheel some eighteen months ago. I give the circular almost in its entirety (suppressing its source, of course), as its excellence of composition may perhaps enable one to gauge the quality of the wheel it seeks to introduce.

Private.

Large Profits.

To our agents and wholesale trade dealers in our colonies and abroad: To enable us to get well into your markets, we are willing to sell to you our — pneumatic safety bicycles. £10 7s. 6d. each, and cushion-tire machines, £8 15s. each, free freight to your port, free customs duty, and free bank charges and exchange, but to enable us to pay the duty, not less than four machines must be delivered at one shipment; if less than four machines are ordered, we can only pay freight and charges and you pay duty. Please order at once. You will sell a great number of these machines, all up to date. Lady's machine same price as gent's.

We always have a large stock ready for immediate shipment; let your London agent select them for you, or if you send to us direct, you may rely upon us sending you choice, latest style cycles. Cable us your orders. Every machine guaranteed one year.

Will Undermine Legitimate Trade.

The circular is presumably addressed to those already in the trade, but it was handed to me by the secretary of a photographic society, to whom it was directed. This gentleman does not even ride a wheel, but the low price at which the machines are proposed to be landed here fired him with a desire to obtain one, and he submitted to me the circular for an opinion. It is needless to say what my opinion was. From the indiscriminate way in which these circulars are evidently being sent around the world, it is obviously desired to secure purchasers, not from those already in the trade, but from the "syndicate" promoter or other irresponsible persons, thereby undermining the business of legitimate agents. It is this sort of thing that agents in New Zealand

have had to fight in the past. I fail to see how the authors of the circular can afford to land reliable bicycles in the colony at the price mentioned and pay a twenty per cent ad valorem duty and other charges as well.

W. CASTLE.

WASHINGTON TRADE SURPRISE.

The Pope Mfg. Co. Calls for the Resignation of J. Hart Brittain—Has Been Manager Four Years.

Washington, D. C., Sept. 13.—The members of the trade were treated to a genuine surprise this week when it was announced that the Pope Mfg. Co. had called for the resignation of J. Hart Brittain, who has had charge of the branch house of the company in this city for the past four years. The business is now in charge of James Joyce, Jr., who came over to straighten out matters and who will manage the affairs of the local house until a new manager is appointed. The announcement that the company had decided to make a change in the local management was a great surprise in some quarters, but there have been rumors afloat for some time that a move in this direction would shortly be made. When seen by a Bearings man, Mr. Joyce stated that the company deemed it to their interest to make the change, but further than that he did not care to discuss the question. Mr. Brittain has been one of the most prominent men in the trade. He was a leading member of the cycle board of trade and was greatly interested in all matters pertaining to cycling.

Sweeney Asks for a Receiver.

Thomas J. Sweeney, a bicycle dealer, who made an assignment for the benefit of his creditors on September 16, 1896, to Albert Sillers, has filed a bill in equity against the assignee, asking the court to appoint a receiver to take possession of all funds and property now in the hands of Mr. Sillers, as assignee. The bill recites that Sweeney executed a deed of trust to all his property, and under that deed of trust the defendant took possession of the property. Sweeney alleges that the assignee sold the property, consisting in part of bicycles, and converted it into cash. The complainant charges that the deed of trust was not signed or acknowledged by his wife, and is, therefore void as to that portion of the property exempt from levy and execution. The complaint recites further that, although a year has elapsed since the assignment, no move has been made by the assignee to pay the plaintiff's debts, thereby greatly injuring him. The assignee has been directed by a

rule issued by the court to make answer by September 15, why the receiver should not be appointed as prayed for.

Crown Cycle Co. Burned Out.

The store of the Crown Cycle Co., at 415 Eighth street, was destroyed by fire September 9. William Drew, the manager, who slept in the rear of the store, had a very narrow escape. A general alarm had to be sent in before the flames were subdued. By the time the engines arrived the fire had gotten a good headway and the lower floor of the building was entirely gutted. Twenty-seven bicycles and a quantity of sundries were destroyed. The loss is placed at \$1,000, partly covered by insurance.

C. G. Van Hook, the local representative of the Racycle, informed a Bearings representative that the business of the present season had been fine and that he was looking for an extremely good fall trade. His store at the corner of Fourteenth street and Massachusetts avenue is crowded every day by persons desiring to see the mammoth Racycle crank-hanger in operation.

Chas. E. Miller & Co., at 1105 Fourteenth street, have had a fine trade with the Warwick during the season. For a long time they were unable to fill orders, owing to the great demand for this popular wheel. Mr. Miller stated that the outlook was very bright, and that the fall trade would undoubtedly be second to none in the history of the local trade.

H. G. WARD.

TIRE MAKERS MEET.

New York City, Sept. 9.—The Rubber Tire Association held its annual meeting at the Arena this afternoon, and among other things discussed was the question of guarantees on tires and also on bicycles. Some members of the trade were in favor of doing away entirely with the guarantee, while others maintained that such a decision would be entirely too radical. About three months guarantee on a bicycle or tire appeared to meet with most favor, and it is expected that the question both in regards to the bicycle and tire will be settled at a joint meeting of the Tire Association and the Cycle Board of Trade, to be held on September 23.

At present the general movement is in favor of a guarantee on tires which will only cover the defects which show themselves. It is also argued that the guarantee should expire on December 31, of each year, whether the tire was bought three days or three months before that time.

The election of officers of the Tire Association resulted in the same gentlemen who so carefully handled the reins last year being

selected. They are as follows: President, Col. Theodore A. Dodge, of the Boston Woven Hose & Rubber Co.; vice president, L. K. McClymonds, of the New York Belting & Packing Co.; second vice president, Col. Geo. T. Perkins, of the B. F. Goodrich Co.; secretary, Kirk Brown, of the American Dunlop Tire Co.; treasurer, G. F. Hodgman, of the Hodgman Rubber Co., and an executive committee of Geo. H. Day, of the Hartford Rubber Works; J. E. Davis, of the Boston Woven Hose & Rubber Co.; H. C. Corson, of the B. F. Goodrich Co.; John Palmer, of the Palmer Pneumatic Tire Co., and H. C. Morse, of the Revere Rubber Co.

A. R.

A HUMBER DEAL.

Philadelphia, Pa., Sept. 13.—Some surprise was occasioned in trade circles today when it was announced that the firm of John Wanamaker had consummated a deal whereby it will hereafter control the sale of Humber wheels in all this section, including all that territory south from the New England states to Baltimore and Washington, and east to the Atlantic coast. The arrangement is to take effect at once, Wanamaker having insisted on the control of the balance of unsold '97 wheels. These were placed on sale yesterday, simultaneously at the New York and Philadelphia stores of the firm.

The terms of the agreement between the two concerns are not known, but it is surmised that Wanamaker will control the wholesale as well as the retail trade of the territory assigned him. This will mean the establishment of branches in cities and towns outside of New York and this city, and the abolishment of existing agencies in these two cities. In fact, the local agents, Hill & Lyster, were fully aware of the Humber company's plans, and when approached by a Bearings representative, Saturday, said they had anticipated, or in fact, were aware of the change.

Hill & Lyster were prepared for the change, and announced yesterday afternoon that they had concluded negotiations with E. C. Stearns & Co., and would in the future control the sale of that wheel in this section. They will also handle the Duquesne.

W. M. Brewster, manager of the local Davidson interests, and David J. Post, of the Veeder Mfg. Co., of Hartford, Conn., arrived at this port from Europe yesterday. Both were in excellent health and spirits, and stated that they had enjoyed their three months' trip immensely. They talked freely on the foreign trade and said it gratified them immensely to see the great demand

for American wheels abroad. The foreigners they said had at last realized that the light American wheels were far superior to the cumbersome machine of England and other countries and that just now Yankee goods were having the call. Mr. Post combined business with pleasure and succeeded in appointing agencies and securing some very large orders for the Veeder cyclometer.

Gil Wiese, who has been connected with the Stearns agency for the past four or five years, will no longer handle the interests of the Yellow Fellow in this city. He has secured the agency for the Iver Johnson wheel and with this as a leader and the Yale as a medium priced wheel will continue to do business at 1020 Arch street.

Joseph Fitzgerald, one of the leading men in the local trade, who recently severed his connection with E. K. Tryon, Jr., & Co., is now with H. A. Lozier & Co.'s local branch.

G. M. D.

FALL TRADE GOOD.

Cincinnati, Ohio, Sept. 13.—A "round up" of dealers was made during the past week and the largest and most important transaction in cycling circles was the retirement from the trade of Miller & Blair, the large cycle firm. The reports of the dealers show a good local market and the fall trade will, from present indications, be the best that the local dealers have ever experienced.

Miller & Blair retired from the trade last week, and have closed up shop. The firm was composed of E. H. Miller and M. Blair, and although the firm was new, the members had been connected with the local trade for the past ten years. Mr. Miller had been in business for himself at the same stand on Race street for six years and at one time was superintendent of the Grand Rapids factory of the Hamilton-Kenwood Cycle Co. The reason given for the retirement is too many repair stores and too much competition, which resulted in a cutting of prices for repair work. Miller & Blair devoted all their attention to repair work, the majority of their work being repairs for the trade.

The Pickering Hardware Co., agent for the Columbia and Hartford lines, continue to dispose of those models at a very rapid rate. The reduction of the price of these wheels last month created quite a boom, which has been kept up until the present date and bids fair to so continue for some little time at least. The reductions of the other standard wheels, however, is beginning to affect them to some extent, although Manager Bumiller states he has no cause to complain, as this season's sales have been almost double those of last year.

C. F. W



Candy's Handle-Bar Adjustment.

Fig. 1.—589,413.—Handle-bar; C. C. Candy, Chicopee, Mass.; application filed July 16, 1896; serial No. 599,413.

On account of the difficulty encountered in securing wood handle-bars in position and adjusting them this clamp was designed. The stem A has a sleeve B provided at one end with teeth F. The handle-bar C passes through this sleeve and carries a split metallic ferrule D (Fig. 1^a) having projections E', which enter the wood. This ferrule has conical outer ends and a circular rib G, having teeth (Fig. 1^b). Outside this rib it is threaded, and its other end is threaded and has a conical collar I. It will be seen that by screwing up the nut J, the ferrule may be secured to the handle-bar. Then the handle may be adjusted to the proper position and the teeth F and G interlocked. By screwing up the nut J', the ferrule is drawn into the sleeve B and securely held by its flared outer part engaging the conical part of the ferrule.

Church's Bicycle Rest.

Fig. 2.—589,464.—Bicycle rest; E. Church, Tacoma, Wash.; application filed November 28, 1896; serial No. 613,721.

The rest or stand is used when it is desired to support the bicycle in position for cleaning. A ring 10 has four legs hinged thereto, each leg having a cord 14 secured thereto. The ring 10 carries the block 18. To apply the stand, the block 18 is applied to the bicycle just above the crank-hanger, the legs extending upwardly. Each leg is then fastened to a convenient part of the machine by the cords 14, and the whole is then inverted, when the bicycle will be securely supported by the legs (Fig. 2^a).

Burnham's and Alsup's Crank-Hanger.

Fig. 3.—589,496.—Crank hanger; F. P. Burnham and J. D. Alsup, Chicago, Ill.; application filed December 13, 1895; serial No. 572,007.

In this construction the hanger is provided with projecting sleeves B' and C', carrying the bearings for the balls, and these sleeves project into the hollow hubs of the cranks. Each hub has an extension, and these extensions are grooved and are coupled by a sleeve E. The extension C' is hollow and has a smooth internal surface, the internal surface of the extension B' being threaded. A rod F, threaded at one end is held in the extension C' so that it may rotate but may not move longitudinally therein. It will be seen that by turning the rod F the extensions may be drawn together or separated, and the parts thus secured or taken apart.

Dicks' Fork Ends.

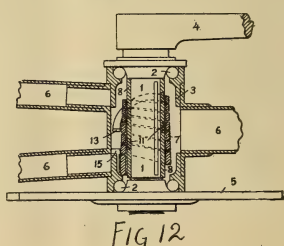
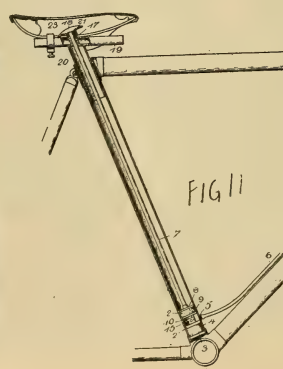
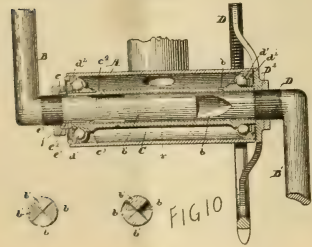
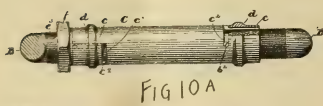
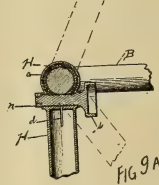
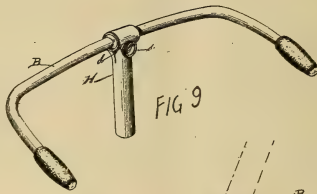
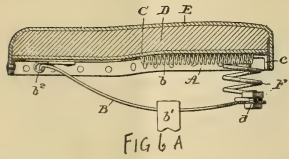
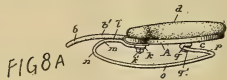
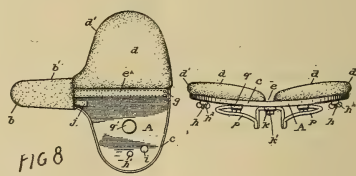
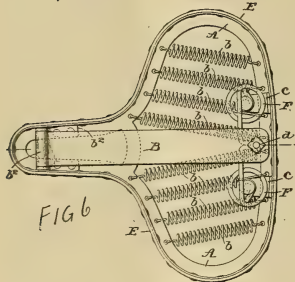
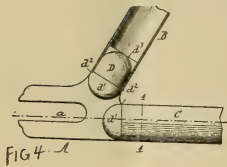
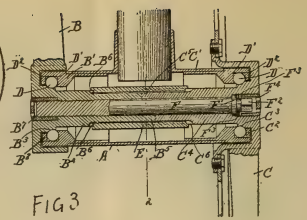
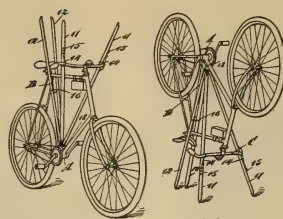
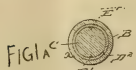
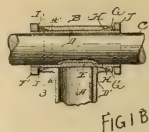
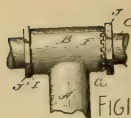
Fig. 4.—589,498.—Fork ends; W. Dicks, Buffalo, N. Y.; application filed September 16, 1896; serial No. 606,001.

The plate which receives the axle of the rear wheel is shown at A. This plate has two extensions adapted to enter the tubes of the frame. To afford a large brazing surface, each extension is provided on opposite sides with semi-cylindrical bushings (Fig. 4^a) which are brazed to the extension and after insertion in the tubes are brazed thereto (Fig. 4^b). Shoulders are formed on the stubs to limit their entrance into the tubes.

Young's Improved Saddle.

Fig. 5.—589,521.—Saddle; C. H. Young, New York, N. Y.; application filed December 30, 1895; serial No. 573,782.

BEARINGS



The supporting springs of this saddle are bent into shape from a single piece of spring wire, as shown (Fig. 5). The object of the particular superficial contour of the saddle (Fig. 5^a) is to obviate pressure on the delicate parts of the body, and to this end the central longitudinal part of the leather is depressed between the wires.

Shoe's Coil Spring Saddle.

Fig. 6.—589,581.—Bicycle saddle; W. W. Shoe, Wallingford, Pa.; application filed July 2, 1896; serial No. 597,813.

This saddle consists of a metallic frame work, of angle iron, of the proper shape, and supported by the customary springs. The frame is open and the seat portion is provided with coil springs b. Over all is placed a padded seat leather (Fig. 6^a). The coil springs are intended to provide an easy and comfortable seat.

De Mers' Cycle Stand.

Fig. 7.—589,643.—Stand; A. J. De Mers, Batavia, N. Y.; application filed September 17, 1896; serial No. 606,099.

This rack is formed of a single strip of metal bent into such shape as to permit the placing of a wheel therebetween, and the outer ends of this strip are bent upward as at B and have teeth C. It is secured on legs D. Near the centers, each side of the strip is depressed as at E. It will be seen that the wheel may be placed between the sides and supported, or the bicycle may be inverted and the handle-bars placed in the notches E, the saddle resting on the ground (Fig. 7^a).

Lerch Saddle.

Fig. 8.—589,661.—Saddle; H. A. Lerch, Baltimore, Md.; application filed December 10, 1896; serial No. 615,087.

This saddle consists of a thin metallic base plate, having a horn which is slightly depressed, and having a wide rear portion with upturned flanges. On the rear portion rest two cushions which overlap the raised edge of the plate, and which are placed some distance apart, leaving a central longitudinal channel. The cushions are raised above the flanges while the horn is a mere continuation of the plate and is curved downwardly or depressed (Fig. 8^a). Thus the latter supports the rider laterally, and will receive him should he be thrown forward, but in his ordinary position the horn is entirely out of contact with the body.

Palmiter's Adjustable Bars.

Fig. 9.—589,671.—Adjustable handle-bar; S. Palmiter, Jamestown, N. Y.; application filed October 10, 1894; serial No. 525,534.

The handle bars are provided centrally with teeth, and are engaged by a worm secured in the stem (Fig. 9^a). By turning this worm the handles may be raised or lowered.

New Divided Crank-Shaft.

Fig. 10.—589,709.—Crank-shaft; H. L. Flint and G. W. Gregory, of Cambridge and Boston, Mass.; application filed March 1, 1897; serial No. 625,485.

This arrangement of the shaft permits its ready removal and replacement. The shaft is made in two interlocking parts, one attached or formed integrally with each shaft. Joining the two is a sleeve having bayonet slots (Fig. 10^a) which prevent their longitudinal movement when the nuts f and D² are screwed home.

Foote's Seat-Post Pump.

Fig. 11.—589,711.—Air-pump for bicycles; J. G. Foote, Kennett Square, Pa.; application filed October 28, 1896; serial No. 610,350.

This pump is designed to form a permanent part of the frame and may be used to inflate the pneumatic tires. The central standard of the frame is utilized as a pump cylinder, and the piston rod passes through an opening in the saddle-post into this tube and has the usual piston. An orifice is provided in the lower part of the central tube to which a flexible tube may be attached and connect with either tire. The handle of the pump normally rests on the post beneath the saddle, but may be drawn through the slit in the saddle when it is desired to use it.

Hall's Crank-Axle Brake.

Fig. 12.—589,779.—Brake; E. S. Hall, New York, N. Y.; application filed March 18, 1896; serial No. 583,751.

In this brake a spring band surrounds the crank-axle and may be tightened thereon so as to brake the wheel. Owing to the objectionable squealing of brakes of this character, a bushing is applied to the axle which is softer than the material of the coil, or the axle itself may be made softer. This has been found to obviate noise.

PEOPLE AND THINGS

FAUBER INCREASES FACILITIES.

W. H. Fauber, 70 74 West Jackson street, Chicago, maker of the well known Fauber crank-hanger, has found it necessary to increase the facilities and floor space in order to keep pace with the rapid growth of his business. In addition to the 7,000 feet of area on the third floor of the Dun building, now occupied, an equal amount of floor space on the first and second floors has been secured, making in all more than 20,000 square feet for the conduct of the immense business worked up in this one specialty during the past three years. The location is a prominent one on the corner of Jackson boulevard and Clinton street, and affords unusual opportunity for advertising. The first floor is divided into offices, assembling rooms, and shipping departments. The offices are finished in quarter-sawed oak and chipped glass. The large plate glass windows of front and sides have been artistically lettered, and are attracting general attention. The concern is preparing for a largely increased business.

COLONEL B. S. LOVELL.

At a recent meeting of the directors of the John P. Lovell Arms Co., of Boston, Col. Benjamin S. Lovell, who has been the treasurer of the corporation since its incorporation, was elected as its president, to fill the vacancy occasioned by the death of the late lamented president, John P. Lovell, the founder of the John P. Lovell Arms Company, and Henry L. Lovell was elected a member of the board of directors and treasurer of the corporation in place of Colonel Lovell.

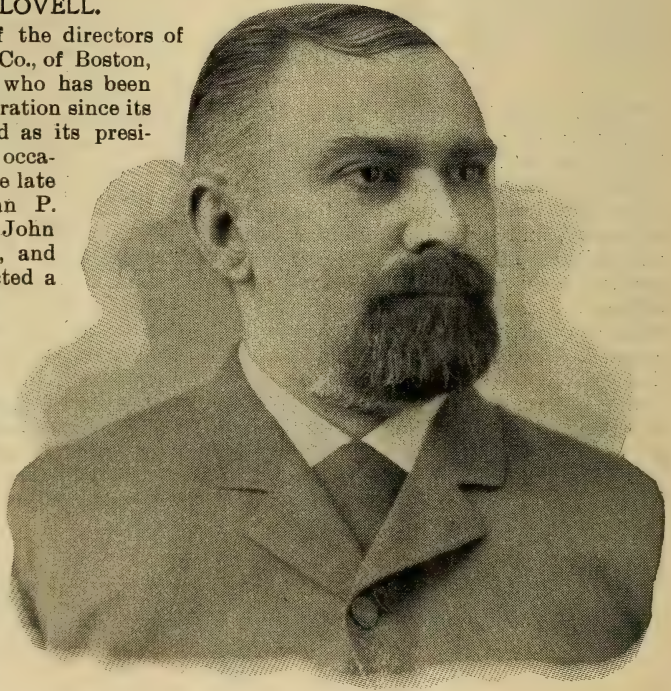
In addition to holding the presidency of the John P. Lovell Arms Co., Col. B. S. Lovell is also president of the John P. Lovell Company (factory), South Portland, Me., and of the Lovell Arms and Cycle Co., of Worcester, the treasurership of each of which is held by Henry L. Lovell. These changes, necessitated by the death of President

John P. Lovell, are in conformity with his expressed wishes.

Mr. Lovell desired to retire from the presidency of the John P. Lovell Arms Company a year or two ago, but was induced by Colonel Lovell to defer such a step at that time. Under the direction of its new president Colonel Lovell, the John P. Lovell Arms Co. is assured a continuance of the same successful and prosperous career that it has enjoyed for more than half a century.

NEARLY READY FOR BUSINESS.

The new plant of the recently incorporated Grant Ball Co. is rapidly nearing completion and will probably be in running order by October 1. Meanwhile a temporary plant has been put into operation in the neighborhood of the new building and fully fifty men are at present engaged in turning out steel balls. Contracts have already been closed for all the balls that the company will be able to turn out this year and the output will not be a small one at that. The



COLONEL B. S. LOVELL.

MR. MANUFACTURER!

WE

SELL THE LEADERS
AND

LEAD THE SELLERS

THE SHELBY STEEL TUBE COMPANY,

MAIN OFFICES AND WORKS SHELBY, OHIO, U. S. A.

EASTERN OFFICE AND WAREROOMS,

**No. 144 CHAMBERS STREET,
N. Y. CITY, U. S. A.**

WESTERN OFFICE AND WAREROOMS,

**No. 135 LAKE ST.,
CHICAGO, ILL., U. S. A.**

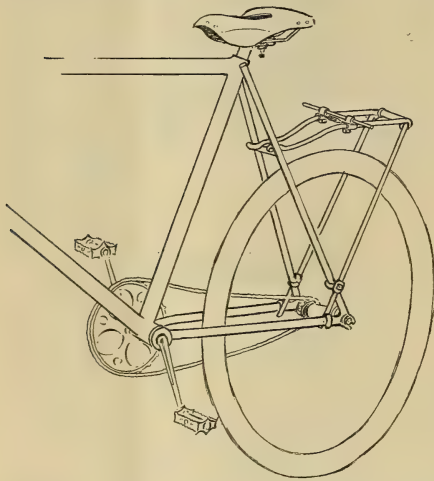
EUROPEAN OFFICE AND WAREROOMS,

**No. 29 CONSTITUTIONAL HILL,
BIRMINGHAM. ENG.**

new machinery, patented by the company, with which the plant is to be equipped, beats anything, the managers claim, in the country, and balls can be manufactured at prices that will be a surprise. In the first process of turning the ball from a bar of steel the company has a machine that accomplishes the end sought for with hardly any waste, saving fully thirty per cent in the cost of production. Next year the company's output will include ball cups and cones, screw and ball making machines and automatic screw machine products.

THE SWART LUGGAGE CARRIER.

It is a well-known fact that one of the greatest drawbacks to the use of the bicycle in business is the difficulty of carrying parcels while riding. There have been numerous luggage carriers put on the market, but all of them are arranged to make the carrier and its contents depend for their security on the handle-bars of the

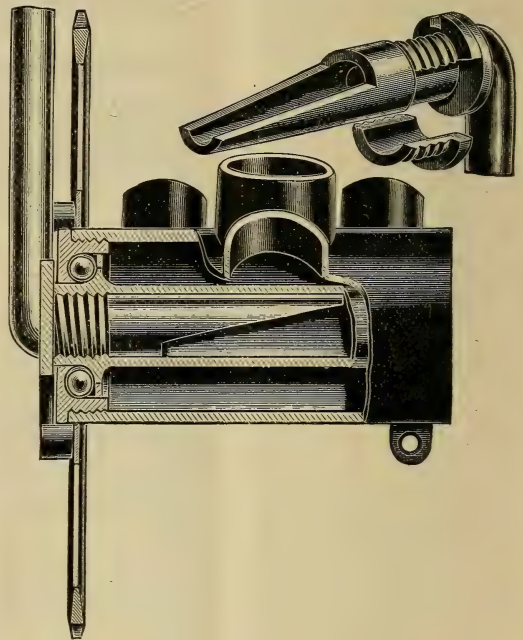


machine. For small, light parcels this method is not open to criticism, but when the package is either large or heavy it interferes to a certain extent with the steering of the machine. The Swart carrier is designed to do away with this difficulty and to provide a carrier that can be depended upon to carry packages of greater bulk and weight than any that can be placed on the handle-bars. The accompanying cut shows the carrier attached to a bicycle. It is so arranged that it can be readily attached to any bicycle, no matter what the height of frame may be. Once attached, it is almost as much a part of the bicycle as if it were brazed thereto. It is provided with straps—which do not show in the illustration—to hold the load in place. The weight is carried directly over

the rear axle, and does not in the least interfere with either pedaling or steering. It has been tested to ninety pounds without showing a sign of weakness. The carrier is the invention of Robert B. Swart and F. D. Cooper. The latter is at present in Chicago making arrangements for the manufacture and sale of the new accessory. It should find a ready sale, as it is certainly an article of great merit. Mr. Cooper may be addressed care of Bearings.

A GOOD HANGER.

The Indianapolis Drop Forging Co. is now placing a hanger on the market for which it claims great simplicity and the narrowest possible tread, consistent with proper construction. The company will furnish this hanger either as forgings only or complete. The illustration shown in connection



herewith, is a two-piece connection in which the sleeve which connects the cranks also contains the ball bearing cones, which are made integral with it. This form of construction has the very important feature which all mechanics approve of, that if the bearings are once made true they will always remain so, leaving nothing to chance or to the often unskillful workman to properly adjust the cones.

The right hand crank is screwed into the sleeve with a right-hand thread and, as shown in cut, has four arms to which the sprocket is secured, showing a very important feature, often neglected, the result

of which is that the sprocket becomes loose after a little use. To avoid this the spider arms of the crank are made to fit corresponding holes drilled into the sprocket to receive them, thus no possible strain is on the small screws employed to keep the sprocket in place. The left hand crank is drawn into place by a nut threaded on the outside (also right hand thread), which, as shown, is split and fits into a small recess turned in the crank and which draws the crank into place by revolving on the crank. This very simple arrangement is thoroughly reliable and can not possibly by any chance be put together wrong, and it is absolutely "fool proof."

Where a right and a left-hand thread are employed to draw the cranks together, it requires great nicety of adjustment to start both threads simultaneously, and without doing so, they will often bind before the cranks are brought to the proper place. With this construction that difficulty is obviated, as the right crank is first screwed firm against a shoulder, then the left is screwed into place.

Both cranks and sprocket can be removed without touching the adjustment, and as the ball retainers are used in the cups the entire mechanism can be removed to examine into its condition and replaced again in less than one minute. In this construction the object has been not how cheap, but how good a crank connection can be built, at a reasonable price, with the best material and workmanship employed. More than ten months of actual service and severe use have been given the device.

BELLS FOR '98.

In a neat little catalogue that is replete with cuts and letters from business houses, the N. N. Hill Brass Co., East Hampton, Conn., tells of its bicycle bells for '98. In the business for almost ten years, the company has been among the leaders and next year its excellent line of goods is expected to keep it in the front rank of bell makers. The Sterling bicycle bells are noted for their excellence of castings, clearness, and resonance of tone and fine workmanship. Bells are made in all sizes and styles, from the little one, with the single stroke, to the larger ones with the electric stroke that could be heard by a man

without ears. The mechanism of the bells is such that it is impossible for them to get out of order, while they respond to the slightest touch. A number of letters from some of the best firms in the country go to prove the good qualities of Sterling bells.

CENTLIVRE GEAR-CASE.

L. A. Centlivre, of Ft. Wayne, Ind., will show his aluminum gear-case in a few days and will be ready to submit samples to the manufacturers in a week or ten days. The Centlivre company has already received a great many inquiries from the leading bicycle makers and from the sample shown Bearings' representative this gear-case will be very popular next year. The weight of the case is only thirteen ounces. It is constructed of pure aluminum—no leather or rubber—and is said to be absolutely rattle-proof.

SHELBY TUBING IN CHICAGO.

The Chicago branch of the Shelby Steel Tube Co. is located at 135 East Lake street, where E. K. Orr holds forth as manager. The branch handles all of the western business of the company, and has done a splendid business the past summer, far exceeding the expectations of the company.



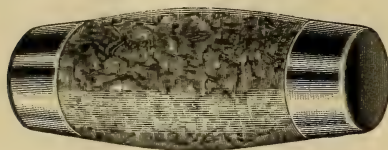


The Hart chain.

Manager Orr has paid careful attention to business, and the result is shown by the books of the branch.

THE CODLING GRIP.

"There are two kinds of grips," says the Codling Mfg. Co., of Bristol, Conn. "Poor cork, cheap ends, and slovenly made—that's one kind; and high quality of materials and perfection of workmanship—that's the Codling grip," and the success which the firm is meeting with, would go to prove that it pays



to sell the best. The grips are made of a cork composition and can be had either paper or wood lined or unlined. They are guaranteed to stick to the bar, a fact that will be appreciated by everybody who has had trouble in that respect. They can be had in any size and are fitted with various colored ends to match the enamel of the wheel, while the wood center grip makes it impossible for the ends to break off. The grips must be seen to be appreciated.

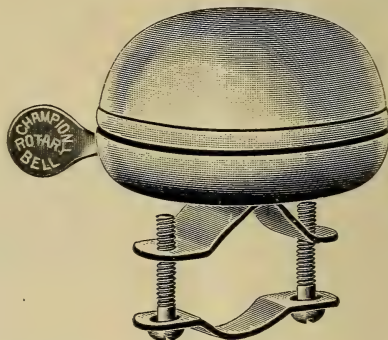
THE HART DOUBLE ROLLER CHAIN.

A chain that can be ridden 1,900 miles without a sign of wear must certainly have some virtues, and that is the test that has been given the new Hart double roller chain, made by the Aetna Hardware Co., Unionville, Conn. The company thinks it has struck a happy medium in the troublesome chain question, and in proof of the

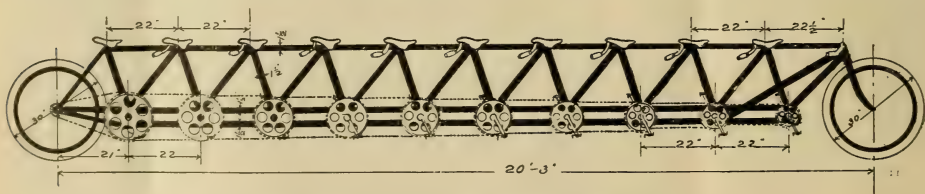
assertion points to the fact that but one chain has been returned for repairs in the past three months. For tandems it is said to be a winner, while for hill climbing it has many advantages. It is made in $\frac{1}{4}$ and $\frac{3}{16}$ inch, and in length from 52 to 65 inches. Made upon honor and built upon scientific principles, the makers think that their chain solves the question of bicycle propulsion as far as the chain is concerned.

"NONE BETTER."

"None better" has become a byword, when speaking of the Champion bicycle bells, manufactured by the Gong Bell Mfg Co., of East Hampton, Conn. Made in all styles, sizes, and at all prices. the company's production is expected to meet with great favor



in the trade this season. With a long experience in the manufacture of bells of all kinds, the firm is fully able to cope with the increasing demand for good bicycle bells. The flexible hammer carrier used in its rotary bells is an entirely new feature, making it unnecessary to have the small springs and washers used in other bells. A line to the company will bring full particulars.



The Oriten, made by the Waltham Mfg. Co.

The Fauber Crank Axle Cycle Fittings

TRADE MARK

Terms: Unless satisfactorily rated, Orders must
be accompanied with Draft, Express,
Cash P. O. Money Order or Registered Letter

W. H. Fauber

Manufacturer

70 to 74 West Jackson, Corner Clinton Street



TELEPHONE
XPRESS 437.



Chicago, Sept. 7, 1897.

To the Trade:-

In order that my position may be clearly understood by every one, and as a warning to any who may be inclined to infringe my rights, I wish to make the following statement regarding the Fauber Crank Axle Patents.

By referring to the United States Patent Office, it will be found that these patents are pioneer, and cover one-piece crank axles of every practical construction.

Immediately following the issue of the original patents, in 1893, advertising was begun in the leading trade papers, in order that the public should become familiar with the construction of these axles.

The cycle public generally, at once endorsed this axle as a marked improvement in bicycle construction, and believing that at an early date it would be brought into general use, I at once secured foreign and other United States patents.

In view of these facts, -and, further, that the foreign patents have been kept alive, and the development and manufacture of these cranks persistently followed, I believe that I am justly entitled to all rights under these patents. This is further evidenced by the large number of licenses which have been issued to many of the largest manufacturers in the country.

All manufacturers will appreciate the fact that these patents have been generally recognized as covering the one-piece crank axle. For this reason I believe it will be a profitable specialty to those who will use it legitimately.

I intend to protect my rights in this matter, and therefore warn all infringers that I shall hold them liable.

After carefully considering all the facts and circumstances in connection with the original patents and other patents on crank axles and hanger parts, still pending, it is the opinion of experts, that the Fauber patents rightfully control all one-piece crank axles.

Yours very truly,

W. H. Fauber

TRADE BRIEFS

H. E. Gunn, of the Waltham Mfg. Co., was in Indianapolis last week furthering the interests of the Orient.

The Warwick Cycle Mfg. Co. issued a special edition of "Warwick Cycledom" this week containing the programme of the Springfield meet.

The meeting of the board of directors of the National Board of Trade of Cycle Manufacturers is called for Thursday, September 23, at 10.30 a. m. in New York City.

F. E. Gould, late treasurer of the March-Davis Cycle Mfg. Co., has allied himself with the Spalding Machine Screw Co., and will look after territory east of Buffalo.

The Bicycle Mfg. Co., Harrison and Dearborn streets, Chicago, was closed last Friday on an attachment for \$773 42, taken out by the Iven-Brandenburg-Burgess Co.

T. J. O'Brien, receiver for the Hamilton-Kenwood Cycle Co., announces that on September 18, he will sell at auction the stock, fixtures, and material of the defunct concern.

The Crosby & Mayer Co. has opened an office at Room 832, Spitzer building, Toledo. A. H. Coates is in charge. The company has also added to its traveling force D. K. Moore, whose headquarters will be at Buffalo.

In the 100 mile road race from Lexington to Covington, Ky., on Labor day, Sept 6, Leo Langefelt won first place and time prize in 5:23:00, lowering the course record by twenty-six minutes. Langefelt's mount is a Monarch.

The National Cycle Mfg. Co., Bay City, Mich., makers of the National, will add another model to its line in 1898, making it complete. The new machine has been christened "The Klondyke" and will be a fit companion to the well-known National. Samples will be ready September 15.

J. C. Pierson, Jr., who has until now sold bicycle spokes and other goods produced by the Wire Goods Co., Worcester, Mass., has connected himself with the Hercules Seamless Drawn Tube Co. as salesman, and will present personally to the general trade the superior merits of the Hercules tubes.

The Waltham Mfg. Co. has issued an international catalogue printed in nine different languages. W. D. Gash, manager

of the Chicago branch, reports that there is a good demand for the booklets, not only from people who seek them as curiosities, but by many foreigners who are interested in Orient bicycles.

Klaas Baving, importer and exporter of cycles and accessories, Zwolle, Holland, writes Bearings that he is in the field for 5,000 pairs of highest grade tires, puncture-proof preferred; for new pattern large spring or practical hygienic high-grade saddles; and for high grade lamps and handle bars. American makers of these articles are advised to write to Mr. Baving.

George Collister, of Collister & Sayle, of Cleveland, perhaps one of the best known dealers in bicycles in the country, and thought to be a confirmed old bachelor, has surprised his most intimate friends by getting married. His bride was Miss Mona Collister, not a relative, but bearing the same name. The event took place upon the 8th inst., only relatives of the contracting parties being present and the happy couple are now enjoying a tour to Yellowstone Park.

After a remarkably successful season, in which its product has been very thoroughly tested by a large number of riders throughout the United States with very gratifying results, the Frost Gear Case Co. has contracted with R. B. McMullen & Co., who will in the future represent the company as general United States and Canadian sales agents. The Frose case is rapidly acquiring deserved popularity, and its merits will quickly recommend it to the makers in search of something thoroughly meritorious.

A sensation was created at the Mount Washington coasting contest, in Baltimore, given under the auspices of the Lend-a-Hand Club, a charitable organization. Just before the event started a number of entrants protested those who were to ride the Victor No. 112 tire, saying that with that tire and the Victor wheel in the event it was of no use for them to start, as they would have no show. As the kicking riders seemed to be in the majority, the management agreed to bar out the Victor, to the great disappointment of a number of the riders of that wheel, who are now making the welkin ring with their protests.

Look out for '98

RELAY BICYCLES

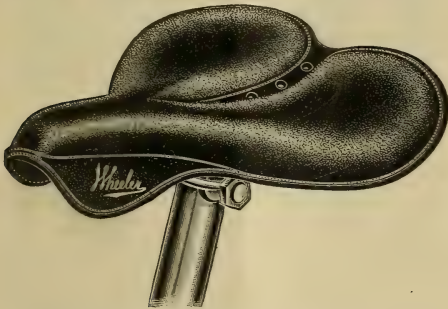
NEW PATENTS

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This saddle is supported by a veneered wooden cantle running from nose to rear and upholstered with interlaced hair.

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There is absolutely no chance to sag or get out of shape. The most stylish and popular saddle for either lady or gentleman.

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Daily at 9.00 p. m. from Chicago. New and elegant equipment, built expressly for this service. Train lighted throughout by gas. Tickets and further information of your local ticket agent, or by addressing **A. H. HANSON, G. P. A. Ill. Cent. R. R. Chicago, Ill.**



We are ready to quote prices on your
1898 supply of

DROP FORGINGS

OF ALL DESCRIPTIONS.

The Billings & Spencer Co.

HARTFORD, CONN., U. S. A.

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TRADE HAPPENINGS

Albany, N. Y.—The bicycle store of E. A. Norris, at 323 Central avenue, has been damaged by fire. Loss \$500.

Auburn, N. Y.—L. M. Tracy has been appointed receiver of the Auburn Cycle Co. in proceedings for the dissolution of the partnership between E. G. Relliam and G. W. Kelly.

Beverly, Ohio.—The Marietta bicycle wood handle-bar works have started up on full time, having been idle for three months.

Binghamton, N. Y.—The stock of bicycles of T. M. Symonds, doing business at 98 Chenango street, has been bought by E. L. Weeks, of this place.

Bridgeport, Conn.—The trustees in insolvency of the Liberty Cycle Co. will offer for sale at public auction September 21, all machinery, tools, stock, fixtures, etc., of the company.

Brookline, Mass.—W. E. Ward, dealer in bicycles, has filed a voluntary petition in insolvency in the Norfolk registry, at Dedham. No schedules were filed.

Chester, Pa.—Thomas L. Briggs has started to erect a building on Welsh street, and when completed will open a bicycle shop.

Chicago, Ill.—Edward L. Mason, J. E. Keener, and Charles Champlin have been charged with conspiracy to defraud the Rodd & Fraley Cycle Fittings Co. of \$3,700 worth of bicycles.

Chicago, Ill.—The Acme Journal Bearing Co. is reported to have recorded a chattel mortgage for \$300.

Colorado Springs, Colo.—L. J. Parker, bicycle dealer, is reported to have recorded a chattel mortgage for \$506.

Colorado Springs, Colo.—The bicycle business of W. H. Wahl, on Pike's Peak avenue, has been transferred to A. C. Van Cott.

Columbia, Pa.—The stock of Keefer & Heise, dealers in bicycles and sporting goods, recently closed by the sheriff, has been purchased by B. F. Heise.

Cortland, N. Y.—The Cortland Carriage Goods Co. has been incorporated for \$100,000, to manufacture carriage and bicycle goods, by E. H. Brewer, E. A. Brewer, M. W. and A. Brown.

Defiance, Ohio.—The Defiance Bicycle Co. has started up its factory.

Durand, Mich.—A. A. Stehle contemplates opening a new bicycle store.

Epping, N. H.—E. A. Prescott has opened a bicycle repair store on Pleasant street.

Grand Rapids, Mich.—The property of the Hamilton-Kenwood Cycle Co. will be sold by the receiver September 18.

Greensburg, Ind.—Edwin E. Doles, proprietor of the Greensburg spoke and rim factory, has made an assignment for the benefit of creditors. Assets, \$20,000, and liabilities, \$12,000. All creditors will be paid in full.

Harleysville, Pa.—The Conshohocken Tube Works are about to go out of the hands of the receiver. They have resumed operations.

Kenosha, Wis.—O. C. Little has sold his bicycle repair store to C. H. Boehm, who will continue the business on Racine street.

Lawrence, Kan.—The directors of the Fyn Cycle Co. have purchased Carl Erickson's estate at Odense for \$100,000.

Louisville, Ky.—The Aquila Bicycle Co., of this city, has made an assignment to W. H. McKown.

Louisville, Ky.—Brewer & Gross, bicycle dealers, are reported to have been succeeded by William F. Brewer.

Louisville, Ky.—The Royer Wheel Works, which have been closed for repairs and improvements for about two months, have resumed operations.

Meriden, Conn.—The Harris Mfg. Co., of Boston, with capital of \$500,000, is looking for a new location and wants a factory with floor space of 40,000

square feet to manufacture bicycles and horseless carriages. The company is trying to interest Meriden capitalists it is said.

Milwaukee, Wis.—The Claus Handle-Bar Mfg. Co. has been incorporated for \$16,000, by E. L. Claus, H. G. Winther, and J. O. Carhys.

Milwaukee, Wis.—The building, machinery, and entire outfit of the Mystic Cycle Works are to be sold at public auction by order of the court on September 15.

New Brighton, Pa.—C. J. Kehah succeeds to the business of the Keystone Cycle and Sporting Goods Co.

Newark, N. J.—The Power Mfg. Co. has purchased the Woodbridge mill property along the Delaware, Lackawana & Western Railroad, at Glen Ridge, and will erect a factory for the manufacture of bicycle chains. The factory has been located at Newark.

New Orleans, La.—August Kerth's bicycle repair store, corner Milan and Chestnut streets, has been burned.



WANTED, FOR SALE, TO EXCHANGE.

Advertisements under this head, 5 cents per word (checks, money orders, postoffice orders, or 1 and 2 cent stamps received. Cash with order.

WANTED—AN IDEA. Who can think of some simple thing to patent? Protect your ideas, they may bring you wealth; write John Wedderburn & Co., Patent Attorneys, Washington, D. C., for their \$1,800 prize offer and new list of 1,000 inventions wanted.*

\$7,800 GIVEN AWAY

To persons making the greatest number of words out of the phrase "Patent Attorney Wedderburn." For full particulars write the National Recorder, Washington, D. C., for sample copy containing same.*

TIRES—\$5.50 pair, express prepaid. Best '97's. Full warranty. MINERALIZED RUBBER CO., 3 New York City.

FOR SALE—The factory of the Bacon Manufacturing Company, Erie, Pa., is offered for sale or will be rented for a term of years. This factory was fully equipped in '98 with the latest and most improved machinery. Located in one of the most thriving manufacturing cities of this country, it offers an exceptional opportunity for the manufacture of wheels or a similar product. For full particulars, address C. E. BACON, Erie, Pa.

WANTED—Foreman for saddle department of a large bicycle factory. Must understand thoroughly leather and manipulation of same. State qualifications, references, etc. Apply E. A. G., care Bearings.

PARTNER WANTED—A small manufacturer of parts and sundries wishes to interest a man who will take entire charge of the plant and form a partnership interest, as the present proprietor has been ordered away for rest by his doctor. The plant is within ten miles of New York and full investigation is requested. Address SUNDRIES, care Bearings.

POSITION WANTED—As factory superintendent or department foreman. The advertiser, who is of twenty years' standing, thoroughly versed in every and all branches of cycle construction, well up in designing, can produce high-grade work at the lowest cost, is open for engagement on contract or otherwise. Address R, 397 Webster Ave., Jersey City, N. J.



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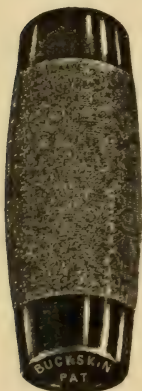
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 Gentlemen I am using your
 Fiber Buckskin levers and
 find that they are of all
 purpositions, and give me
 entire satisfaction
 Yours truly
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Send 50 cents for
 sample pair.
 Give size of
 handle-bar.....

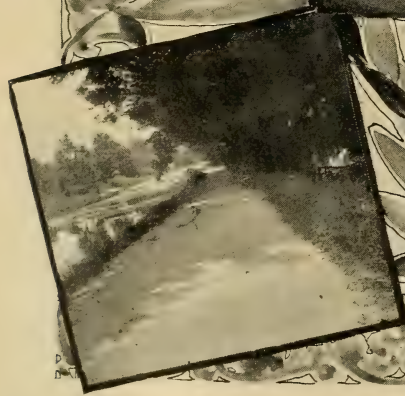
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THE
INDIANAPOLIS
CYCLE
PATH



BEARINGS

VOL. XVI

CHICAGO, SEPT. 23, 1897

No. 8

FROM LONDON TO PEKIN AWHEEL

By William J. Reid

CHAPTER XIV



CHINESE
GRAIN STOREHOUSE

THE day I left Chin-hai-poo, I once more departed from the preconceived outline of my itinerary, for instead of striking to the northward and following the windings of the great Chinese wall, which presented the feature of serving as a very efficient and trustworthy guide, I turned my direction to the southward through the valley of the Ta-tung-gol to Lan Choo, a toilsome jaunt of three days.

Without any depression of spirits or diminution of zeal, I felt no small degree of solicitude at the thoughts of plunging into a practically unknown country, with a suspicious and narrow-minded populace, whose hatred of Europeans was well known. Nor was there much in my first night's lodging to give any considerable amount of reassurance, for after stumbling through the day over a sterile and rugged country, that made riding an impossibility and necessitated progress afoot, by nightfall I

reached a little mountain village, surrounded on all sides by an enormous cemetery, which did not add to its general appearance any measurable air of cheerfulness.

My apartment for the night was a small den overrun with rats and vermin, while to make me forgetful of the annoyances caused by these visitants, mine host had summoned the village folk to enter and gaze at me to their hearts' content. He was minded to celebrate the occasion in a thoroughly fitting manner, for bringing forth several suspicious looking jugs of raw "arrak" he soon had the company in a state of hilarious merriment. Nor was he impervious to the effects of the strong refreshment, for in his cups he waxed exceeding bold, and ventured on the history of his many deeds of might and prowess, which narrations duly impressed his hearers, who interjected his heroics with oft-repeated and long-continued applause, the sly rascals having a reason in so doing as I soon discovered, for at each salvo our mighty story-teller passed round the spirits with a lavish hand.

The battles of his highness infected

the dancing ladies whom he had introduced at a later period of the evening. He gave them spirits, which they by no means were loath to accept, and soon becoming intoxicated they tore and fought with each other, much to his amusement and that of his guests, who were mightily entertained at the pain of the poor creatures, who lost some ponderous ornaments from their noses and ears during the scuffle.

A journey of twenty-five miles through a country similar to that of yesterday brought me to Sing Nung, the mere bridle path that answered for a road for the whole distance, winding through an alluvial plain, encompassed by low ranges of rocky hills, a sterile waste of country, the abode of shepherds, who in some inexplicable manner secured sustenance from a country that from general appearance one would think could not support a single human being. It is difficult to believe, while tracing this region in the headwaters of the Hoang Ho, that one is really in China, for the habitants in nowise savor of those characteristics made familiar by the Chinese of illustration and description. They are a large, powerful, strongly built, and clean limbed people, with really good and intelligent faces, not altogether unlike the Indians of the United States.

Sing Nung itself is a considerable place, serving as an advanced military outpost, with a permanent garrison of a couple of hundred men, who spend their time in the dual efforts of fruitlessly chasing robbers in the surrounding provinces and striving to overcome the effects of too free an indulgence in opium. The military commandant learning of my arrival sent a messenger to the inn with an invitation to make my stay at his residence, which did not need repeating, for the hittim in which I had cast my lot was in no wise an exaltation of those I had previously encountered.

He was a fine looking Manchu of about sixty years of age, although short and rather stout, carrying himself with a dignity that at once stamped him as a leader among men. He invited me to take a seat near him and after a pantomimic preamble he summoned one of his soldiers, who had gleaned a fair smattering of pigeon English, to take upon himself the onerous burden of interpreter. Like most officials in Central Asia, from the banks of the Jordan to the Pacific, and from the plains of Siberia to the Indian Ocean, where tremendous political upheavals are always impending and liable to burst at any moment, he was unusually anxious concerning my presence in the country. My reply was the simple truth that I was traveling merely for pleasure, a statement that needed constant reiteration before he would permit its truth to overcome his innate suspiciousness.

An hour had not passed before we were waited upon by the brother of mine host, somewhat younger but in all other respects his perfect counterpart in good humor and hospitality, who waxed exceedingly inquisitive over the mysteries of my wheel, and vowing that he had been waiting a year to make a visit to Lan Choo, decided that he could not allow this opportunity to pass by and declared that he would accompany me for the three days' riding down the Dang-kang-ho. I had decided to thread my way through the mountainous country in the best manner possible, but after listening to his recital of the impossibility of such a feat I was glad enough indeed to exchange this laborious practice for the more comfortable one of being carried by boat for the whole distance.

As we floated down the swiftly moving stream the scenery on either hand was truly grand, a majestic panorama of sky-begirtled mountains, stretching like a great wall against



An explanation under difficulties.

the horizon, their base clothed in a deep, dark forest, a scene truly worthy of the facile brush of the most gifted artist. We stopped for the night at a little village nestled in a sheltered cove of the stream, and hardly had we drawn up and made fast for the night when a concourse of natives in Adam-like simplicity of costume swam out from the shore and clambered on board, seeking to ingratiate themselves by presents of some round wheat cakes and a most tasty fish, much like a mullet, cooked with spices, until it formed a most palatable dish.

Later in the evening we received a visit from the head man of the settlement, who coming on board in great state, arrayed in his finest robes, with the intention of duly impressing us, found his pompousness rapidly evanescent before the sight of the superior official dignity of my companion. Being made aware of the wonders of my wheel, he promptly requested that I should give an entertainment, which was couched in a tone of such pleading courtesy that I could not

well refuse so moderate a demand, so going ashore and selecting a suitable exhibition ground, I rode round for an hour or so to the general entertainment and mystification of my audience.

The stream for the two succeeding days' journey to Lan Choo did not suffer a change by its commingling at the end of the first day with the waters of the Hoang Ho, so filled with obstructions and dangerous currents that progress was rendered extremely slow and difficult, and it was not until near midnight of the third day from Sing Nung that the metropolis of the Kansu province came to view. As a rule the Chinese have little to gain by showing civility to a foreigner, be he official, merchant, missionary, or traveler, and courtesy even of the barest description is thoroughly appreciated in a land where stone throwing, mobbing, and threatening, are too often indulged in with impunity.

The marked attention paid me at Lan Choo was in the light of a pleasant surprise, a surprise doubtless

that would not have been forthcoming had I not shared protection under the sheltering wing of my official companion, who not to be bounden to any one, rejected the invitations of brother officials that we should share their hospitality, and secured a comfortable room for me in the best inn afforded by the town, a pleasure produced for my comfort that necessitated the ejection of a number of those who had previously pre-empted my claim.

I should have liked to have remained longer than my single day's stay in Lan Choo, for it presented an air of business-like thrift and hospitality, both inside and outside its walls, that more than fully atoned for any other imperfections that might creep out. But as there was no plausible reason, other than inertia and downright laziness, calling for such action, I stifled what regrets arose to combat the line of duty and taking a most affectionate leave-taking of my kindhearted Manchu friend, who seemed quite cast down at my departure, I soon exchanged citified delights for the pastoral charms of the great valley lying to the north of the Wei Ho, a region that in point of beauty it would be difficult to duplicate. The country was somewhat broken, low hills alternating with farmhouses, a proof that here at least there is security for life and property, and which effectually knocked on the head the great part of the preconceived alarms that had worried my brain as to the dangers liable to be met with in traversing this region.

Halting for my noonday meal in one of these little villages, I selected as my banquet hall the interior of a deserted looking hut, which, I figured, would insure privacy during this stupendous operation, a foreplanning which I found immediately went astray, for my entrance into the place had not been undetected, and hardly

had I commenced eating when a horde of men, women, and children crowded through the narrow entrance—the women bringing with them their washtubs full of clothing—and after making sure that I could not vanish at once they set to work industriously scrubbing, one eye on their labors while the other kept a close watch on my every movement.

I was not abashed at this scrutiny, but on several of the spectators showing a disposition to share in my meal I concluded that patience had ceased to be a virtue, so without further ado I hustled them, tubs and all, out of the place, a proceeding which far from receiving with a show of resentment they treated as a huge joke, and on my wheeling away their grinning faces and ruddy good humor greatly heightened the roseate views that I had taken of the country ahead.

Owing to the numerous delays during the day, caused by the difficulties offered by the road to be surmounted awhile, it was not till some time after darkness had set in that I reached the hamlet of Shansi-su, where, notwithstanding its far from inviting appearance, I found it necessary to put up for the night. There was no inn and every abode in the place found sufficient difficulty in housing its own inmates. The quest seemed hopeless when I stepped into a mud hut of two rooms, one tenanted by natives, the other by a couple of cows and a pig. After a considerable expenditure of linguistic zeal and lavish outlay of money I induced the owners to remove and fraternize with the cattle for the night. The pig was the only one who offered any serious objection, for his gruntings over night and oft-repeated assaults on the intervening door caused me no little concern lest he should, willy nilly, force his company on me unexpectedly, while sundry squeals plainly testified that my entertainers found his familiarities too pronounced.

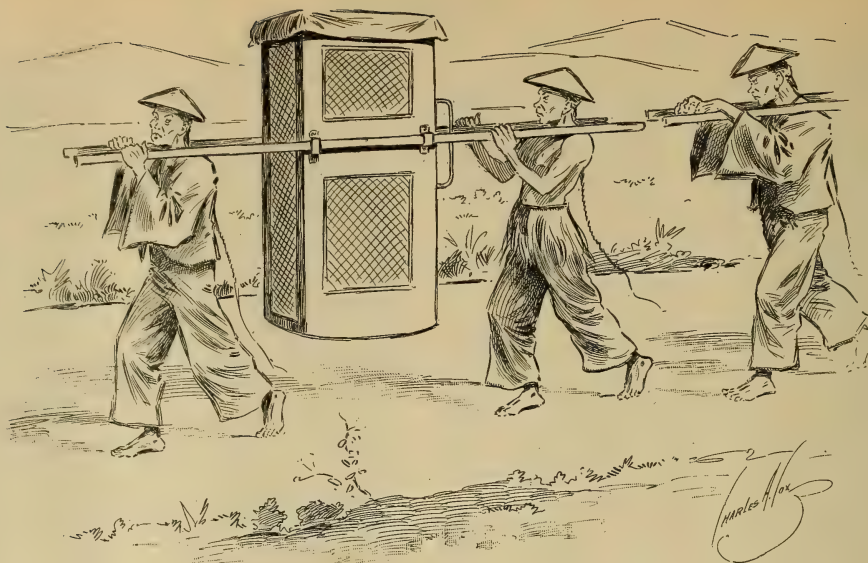
After a questionable night's rest I was glad enough to forsake the scene of my night's slumbers for the day's riding through an elongated river valley, girtled on either side with beforested hills, to Tsing Ning Chau, where I came near camping out in the street, for the only house that answered to the name of an inn was filled to overflowing. I eventually discovered a business-like Kansu who was willing to forego the enjoyments of his night's rest for base lucre, and after some delay and considerable bickering with the landlord, through whose thick skull it was impossible to drive the rights and possibility of a fair exchange, the dungeon-like room was vacated, in which I was quickly domiciled.

An immense plain, beautifully irrigated, stretched eastward from Tsing Ning and as I passed through it over a well worn road, a welcome innovation that was none the less welcome from being unexpected, it presented an animate scene of fantastic beauty, teeming with life and movement. The numerous villages, nestled among trees which dot the plains, had sent out their able-bodied men and women to pluck up the paddy shoots from the nurseries and carrying them to the submerged rice fields, plant them in rows. Truly a happy picture, but fortunately not a cloudless one, as for some inexplicable reason I found the natives savoring of some of that hostility and surly incivility that I had met with heretofore back in Turkestan.

But fortune for once was disposed to smile upon me, a kindness from fortune's hand that I should be glad to reciprocate with thanks. About the middle of the afternoon I drew up at one of these farm villages, nothing more or less than a cluster of huts gathered round a large central structure, that answered the purpose of a grist and rice mill, at which a couple of men were industriously

grinding grain by the primitive method of pounding the kernels between flat stones. As I wheeled up their labors suddenly terminated and with a howl of terror, and throwing their grinding stones in my direction, they fled with scant courtesy. In a few minutes they came back with an aggressive horde of the town rabble, armed with sticks and stones, and for reasons best known to myself I decided it the wiser course to intrench myself for the impending conflict in the mill. My assailants were somewhat disconcerted by this readiness on my part for combat, and leaving a dozen of their number to see that I did not escape they retired into one of the abodes to hold a council of war.

I had been in my stronghold but a quarter of an hour when the clouds, which had been threatening all day, let loose their watery torrents, flooding a land that had been athirst for a month, a provision of nature that could not have happened more opportunely, for I suddenly found myself raised from the position of a public enemy to that of a public benefactor, for the village folk could not undeceive themselves that the arrival of a stranger on a strange looking vehicle, the likes of which they had never seen before, in juxtaposition with a copious rainfall was other than a coincidence, a belief that I did not feel called upon to allow their minds to probe too closely for the truth and well content to bear upon my shoulders this titular distinction of Public Rainmaker, I relinquished all claims that I had on their gratitude, and with the liquid element of my own contrivance pouring down my back I was glad enough to abridge the few remaining miles to Piang Liang on the back of a horse, my wheel trundled alongside under the protecting shelter of a native cart, the only manner in which the poor folk could reward their mighty benefactor—myself.



One method of transportation.

The city of Piang Liang lies on the banks of the King Ho, and at one time was one of the principal centers of western China. Its consequence as a town of importance has long since vanished, and except for a desultory trading spirit and spasmodic attempt at bustle that crops out ever and anon, it has been outstripped in the race by its smaller rivals dotting the contiguous plain. Its former greatness, however, entitled it to the dignity of having its meager affairs looked after by a pompous little mandarin, who, before I had hardly installed myself in the hittim, sent a messenger with the information that he was going to call on me.

He soon arrived and after berating the landlord soundly with the ripest and most luxuriant of Chinese curses, expressed in every beauty of idiomatic redundancy, he decided that to leave me to the tender mercies of the place would be little short of sacrilege; so without further ado, he hustled me off to his own residence. He was of a decided mechanical turn of mind and produced for my inspection a perfect arsenal of weapons of the finest native make, which certainly did credit to their artificers, for

they were, indeed, the equal of any American or English productions that I have ever inspected. On leaving next morning he insisted on impressing on me the gift of an elegantly mounted rifle, which I should have wished to accept, but for fear that it might excite the cupidity of any brigandish natives whom I might meet, I was forced to decline, considerably to his wonderment, for the refusal of a present was the height of an unnamable moral code that the Chinese have as yet failed to fathom.

The country to the eastward of Piang Liang through the King Ho valley is exceedingly rich, a low-lying fertile river plain perforated and intersected by limpid streams and irrigating canals, rushing swiftly southward, and fitted with sluices to insure the flooding of plots, which form one vast rice field. As might be expected, this water power is not allowed to run to waste, for scattered promiscuously over the whole place, quaint little mills for grinding rice and wheat reared their tiny thatched roofs like a bed of toadstools. It is at all times a source of wonderment to a stranger as to how such marvelous results can be ob-

tained with the primitive methods of husbandry that are at the command of the Chinese farmer.

The continued fertility of these lands has been a question that has interested the whole world. It is due, no doubt, chiefly to two reasons—first, the Chinese are careful to preserve everything that can serve as manure (in some places even to the hair which they shave from their heads) and secondly, their lands are all, or very nearly all, subject to floods at periods of at least once a year, and a rich deposit of fine mud is thus spread over them, just as in the valley of the Nile.

Two days' riding through this fertile region brought me to the considerable town of Ning Chau, pleasantly situated on the north fork of the King Ho river. The pressing curiosity of a Chinese crowd is often times a condition of affairs that can not be borne with equanimity. It is a fruitless task to make an essay to satisfy them; one may set before one's door or otherwise institute himself as an object for public entertainment for hours, or even days, and yet the interest is unabated. Enter a room and every crack in the woodwork is a veritable argus-eyed monster of inquisitive optics, while the paper windows are quickly converted into sieves by moistened finger tips, while glittering orbs are glued to them. I was by no means a novice at this experience, but either my nerves had become unstrung, or some other cause tended to accentuate the annoyance, for leaving Ning Chau after a stay over night I could feel myself blistered all over from too extended an acquaintance with this visual encounter.

A journey of three days and a half through the stereotyped fertile plain and rice field country of the Hoang Ho basin brought me once more to the banks of the great stream at Hang Cheng. There is an uncer-

tainty about traveling in China that forever keeps one on the tiptoe of expectancy. Why clean, comfortable towns, bearing the earmarks of civilization, should exist intermingled with others, of greater or lesser degree, of the most wretched sort, is a state of municipal economics that is quite beyond my ken, except that it be as an incentive to keep awake the interest of the traveler forced to worry along uncomfortable roads, that out of the grab bag he may be able to pick a comfortable habitation as his night's shelter once in a while.

Other towns may reward the toiler with this blessing, but Hang Cheng, unfortunately, can not be numbered in the list, for, wet to the skin, and presenting a most bedraggled appearance, it did not lighten the burden to be tortured with the annoyance of a dreary, uncleanly hostelry, and the manifold attentions of a crowd of goitered and diseased natives, who, running up as soon as I had passed through the city's gates, clamored for alms right vigorously. One obstreperous youth went so far as to thrust a stick in front of my wheel, which had the effect of bringing me suddenly to earth, and on my threatening to chastise him the attitude of the mob at once changed from a begging to a threatening attitude, and with the menace of a possible attack I was willing enough to throw a handful of "cash" in their midst, and in the interval caused by this diversion to make the best of my way to the inn. If I had wished them to continue their importunings I could not have better succeeded than by this rash act, for finding that I was a susceptible victim for their begging practices they crowded into the hittim, clamoring for more money, till I ridged myself of their demands and likewise their obnoxious presence by showing my revolver, a respect for which caused them to vacate out of doors.

My route now, after leaving Hang

Cheng and crossing the Hoang Ho, lay for a two days' ride of 100 miles along the banks of the Fen Ho to Ping Yang. After ten hours of exposure under a powerful sun I reached Kiang Chau, to find that it savored of similar delights experienced in my stopping place of the night before at Hang Cheng, a little worse, if such a thing was possible, in downright wretchedness and filthiness, and in sustaining an annoying crowd of beggars, who welcomed my appearance with unfeigned joy, causing the usual disposal of my wealth to dissipate any show of hostility, and to avoid serious results.

I had doubtless arrived at the season of quails, for every one who could escape from other vocations was engaged in the sport of fighting these courageous little birds. This sport is one that is essentially and locally Chinese, or at least I have never heard of its being practiced elsewhere, being patterned and carried out after the manner of a cock-fight, and evidently a national amusement of no mean caliber. As for the sport itself there is little in it that would hold popular interest, or cause

it to survive, were it not for the attendant gambling, for it is not uncommon for immense fortunes to be won and lost on the merits of the respective birds, and to the Chinese, whose gambling instincts are so marked that they will stake the very clothing on their backs as to the number of pips in an orange, the amusement is sufficiently satisfactory and so long as it provides a means of gratifying this inclination are well able to overcome any objections that may be raised as to its tameness as a sport.

I had an opportunity of viewing several of these contests during the evening, for mine host had turned the interior of his abode into a cocking main and was wagering the entirety of his possessions on the success of his birds. The method of procedure was simple enough—a round sieve-like box having been placed on the table, the two birds which had been trained for the fight being taken out of bags and placed opposite each other, with a grain of millet seed dropped in the space between them. Immediately one of them attempted to eat the dainty, the



A house-boat.

other flew at him with surprising fury and for a space of two or three minutes they battled, while the excited spectators backed their choice, until suddenly the defeated bird would jump up into the air leaving the victor in the pit to eat the seed in peace.

Up and awheel by daybreak I found that there were others who had taken unto themselves the fullness of the maxim "early to rise," for my beggar friends were eager and waiting for my egress, with as much earnestness and vehemence as they had shown on the previous night. As I was not intent on seeking accommodations, a fact that had prevented my adopting too stringent methods before, I made up for all arrears by suddenly dismounting and belaboring one rascal, the first exhibition of the manly art of self-defense doubtless to which they had ever been treated, for it had a wholesome effect upon the rest, who permitted me to leave without further molestation.

Immediately the walls of the town were left behind and the dazzling emerald hue of the surrounding country blazed and glistened with gem-like brilliancy beneath a cobalt sky, with a pleasure and wealth of scenery that did not suffer detraction from its charms by being oft repeated. Stopping about the middle of the forenoon at a little farmhouse, I asked for some water to drink. The inmates in open mouthed awe and wonderment brought forward some hot tea, not understanding how any human being might wish to take into his system anything so insipid as water. On offering payment they seemed insulted and henceforth I learned to credit even the "heathen Chinese" with some of those generous sentiments of western civilization.

The pen is mightier than the sword, so 'tis said, a statement that I

could place but little faith in after once taking up my residence in the well appointed hittim at Ping Yang, for the keeper of the place had in some unknown manner been made acquainted with the exploits of the great Napoleon, and seemed not a little proud of the fact of housing a Frank who had heard of the great soldier and before whom he could air his knowledge, for during the evening he entertained me with a narrative of the history of the distinguished "Little Corporal" that showed him to be a historian of considerable erudition. He had gleaned the greater part of his information from some French missionaries who had resided in the place some years before, and who had left him several volumes of religious tracts, which mine host, being unable to decipher, was well content to believe related the life story of his great hero, an illusion which I could not find it in my heart to dispel.

As compared with other Chinese cities, Ping Yang presents a substantial and even handsome looking appearance and being a military post of considerable importance presented the first real opportunity that had been afforded me of looking into the military system of the great kingdom. Although the Chinese soldiers have come in for ridicule and scorn there can be no doubt of their fine personal appearance, large, well formed, muscular looking men who under proper leaders would make formidable assailants.

Another interesting object that demanded my attention was the fine military college founded and endowed by the liberality of the Chinese merchants of the city, which is the leading institution of its kind in China and which can not fail to advance the hopes of those who take an optimistic view of the future of the empire.

MICHAEL-LESNA-McDUFFIE MATCH

All Kinds of Records Smashed in the Great Three-Cornered Race at
Boston—The Union Rider Wins by a Lap Over the
Frenchman—An Exciting Contest

Boston, Mass., Sept. 18.—Today at Charles River park, before 10,000 people, Jimmy Michael lowered the colors of Lucien Lesna and E. A. McDuffie. Michael seemed to have no difficulty in disposing of the two greatest riders who could be pitted against him, and walked proudly away with the undoubted championship of the world, and with \$3,000 to his credit. Michael was never bothered throughout the race, riding as smoothly as he always does, and never faltering for an instant as he cut into the world's competition records from three miles to the finish, and into the American records from five to the ten miles, his own against time marks, taking large slices from eleven to twenty-five, the records of J. W. Stocks, made in his great hour ride, when he did 32 miles, 440 yards. Michael could easily have continued and have done over thirty-three miles in the hour, had he been so disposed, for he finished the most remarkable ride of the season without even a tired feeling.

Cheered the Contestants.

Ten thousand people, who had cheered enthusiastically alike for McDuffie, for Lesna, and for Michael as they came out on the track, shouted themselves hoarse as Michael passed McDuffie for the first gain of a lap at the thirteenth mile and second lap, and as he passed him again at the twenty-third mile for the second lap, Lesna, the French

champion, made a great effort and for lap after lap and mile after mile, kept the public guessing as to whether Michael would finally gain his lap. For mile after mile Michael nearly had that lap, but Lesna responded nobly to his pacemakers and shot ahead again for a slight gain. The best of the Michael teams went out to pull Jimmy up, but they could not last and he again dropped back as Lesna took on new men and kept away. The guessing match was over when Michael finally accomplished his great feat at twenty miles and two laps. But at that Lesna was not beaten, for he went past again and gained, only to be again passed by Michael. Down the stretch for the finish Michael was seemingly lost and unable to close with that even lap ahead of Lesna. But the quad team pacing him pulled the little fellow up on Lesna and in the most exciting finish imaginable, Michael passed over the tape one lap and one foot to the good.

McDuffie's Misfortunes.

Lesna had no hard luck, except it might have been in the lack of pacemakers. He had but thirty-two, while Michael had ten more than that, and McDuffie had forty-one. McDuffie ran in the hardest kind of luck for two chains on two of his pacemaking machines broke, and another machine was punctured, causing a great loss of distance. The first break lost him his hold with the

leaders and he began dropping farther back, losing gradually at first and then more rapidly as the race progressed. McDuffie had promised his pacemakers the entire purse if they would pull him through the contest to victory. He had made all preparations on the plan of winning and the blow must fall very heavily on him. In the betting he was second to Michael, the pools selling \$50 on Michael, \$30 on McDuffie, and \$20 on Lesna. Guessers had it that McDuffie was the dark horse in the race, but Lesna proved the better man of the two losers, and the man who may at some future time take Michael into camp, perhaps at Manhattan Beach next Saturday.

In his great effort Michael cut 33½ seconds from the twenty-five-mile against time record and 1 minute, 53½ seconds from the best previous world's competition record, held by Lesna and made in his win over Starbuck. At ten miles Michael was but 5½ seconds back of the best figures for ten miles made by J. Platt-Betts in his great ten-mile record ride. So great was the slaughter of the record slate that not one in the crowd knew that the against time records as well as the competition records were going by the board, and it was a long time before the announcer credited any records with the public, owing to the great excitement of every one as the grand struggle went on. Previous to the races the regular short-distance programme was given, this being a National circuit meet, but this was lost sight of in the big race.

The Pacemakers.

It was 4.35 when the preparations were made for the great race. The pacemakers for McDuffie went down the backstretch to the stand at the head of that stretch. Michael's pacemakers were quartered at the head of the homestretch. The outfit of Lesna was at the foot of the homestretch entering the first banking. Positions

were drawn for. The pacemakers of McDuffie were in green with red border, those of Lesna in bright red, and those of Michael in variegated shades. There was no display as the one hundred and more pacemakers walked across to their corners. McDuffie's pacemaking outfit was five sextuplets, one quintuplet, one quadruplet, and one triplet, requiring forty-two pacemakers, beside the men reserved; those of Michael, four sextuplets, one quintuplet, four quadruplets, and two triplets, requiring fifty one men, and Lesna, three sextuplets, two quintuplets, and one quadruplet, thirty-two men in all or a total for the three men of 125 pacemakers with an additional nine in reserve for McDuffie, giving him an equal number with Michael.

Each man was cheered and each received a large bouquet from a lady in one of the front boxes, which Lon Peck handed to them. The race started at 5.15. Michael had 106, McDuffie 107, and Lesna 103-gear.

The Start of the Race.

McDuffie started with a triplet; Michael with the Lutie Johnson quad team, the team that won the race for him at Springfield with a closing mile in 1:49, and Lesna had the Hoyt-Newton-Kelleher-Rivierre quad team to start with. The three teams passed through between McDuffie, Lesna, and Michael lined up in this order on the pole. Al Weinig started Michael, Pat Sheehan, Lesna, and McDuffie was started by Peter McDuffie, his brother. Michael looked apprehensively to the rear as his machine went by and jumped the gun. The start was slow and Michael got away in the front, Lesna in second position, and McDuffie in the rear. McDuffie started at once for the front and gained it at the third. There was a mix-up of the pacemakers on the backstretch and Lesna gained the lead. McDuffie was pushed back to

the rear and dropped some lengths. At the mile McDuffie again gained the lead.

World's Records Smashed.

McDuffie had sex team after sex team with which to hold his position, and for a time gained. Lesna followed with sex teams, but, at the two miles, Michael passed Lesna about fifty yards back of McDuffie. McDuffie lost his pace at the mile and one-third and Michael went to the lead by 100 yards. Michael gained rapidly. At three miles, Michael had the lead by the length of the stretch. The first mile was made in 1:58, the two miles in 3:40. At four miles McDuffie had regained a part of his great loss. Michael was taking his pace regularly, chewing his toothpick. At five miles McDuffie was 100 yards back of Michael and Lesna had dropped back 100 yards. The three miles in 5:29½ lowered the world's record, held by Lesna, of 5:30¾; the four miles in 7:18¾, cut 7:20¾, the previous best; the five miles in 9:05¾, cut 9:09¾. Michael had gained and had nearly one-half lap at the sixth mile. Lesna was close up to McDuffie, who was laboring. The sixth mile in 10:50¾ cut a considerable slice off the record of 11:02½.

Michael Gains.

As McDuffie completed six and two-thirds miles Lesna went past him. Report said that McDuffie's chain broke and forced him back, causing his early loss. The seven miles in 12:42¾ cut the world's record of 12:56¾. At the completion of the eighth mile Michael had just one-half lap gain on McDuffie and Lesna, both of whom were fighting for the right of way. McDuffie trailed Lesna and Michael took triplets and his fast quad team to try to close up the lap, completing eight miles in 14:32½, cutting the record of 15:03; nine miles in 16:19¾, cut the record of 16:58¾, a gain of nearly thirty-nine seconds on record. At ten miles

Michael had done 18:08½, cutting the record of 18:49¾, and was still gaining. Lesna was gaining on Michael, and was running away from McDuffie, upon whom Michael was coming fast.

Barely the length of the bank separated Michael from McDuffie at eleven miles in 19:56¾, cutting the record of 20:43¾. McDuffie gained slightly in the next mile. His pacemakers sat upon the rear seats to shield McDuffie from the wind. In the second lap of his thirteenth mile Michael had McDuffie dead and Lesna was a quarter of a lap only ahead. Michael at once passed and started after Lesna. In the fourteenth mile McDuffie went past Michael and gained gradually, having 100 yards at fourteen miles. The thirteen-mile time was 23:35, cutting the record of 24:36½. Michael went by again at fifteen miles and one lap and gaining grandly. The fifteen-mile time was 27:14¾, a minute under record. McDuffie's chain broke in the sixteenth mile and he was hopelessly out of it, to all appearances, riding nearly another half lap back of Michael, a lap and one-half altogether. McDuffie's pacemaking was ragged. Michael had not lapped Lesna, and lacked one hundred yards

The Finish.

The seventeen miles in 31:01¾ cut the mark of 32:20. Lesna was making a game effort to draw away. The contest seemed between the two. The eighteen miles were made in 32:53¾, a large clip off the mark of 34:17. At nineteen miles Michael had lost in his effort to pick up Lesna, who was going along strong. The twenty miles was in 32:48, cutting into 36:13¾ very considerably. From eleven miles Michael had cut all the world's records against time, made by Stocks. At twenty miles and two laps Lesna lapped McDuffie and Michael had very close to two laps on McDuffie. The little Welshman was closing

gradually on Lesna, and at twenty-one miles and one lap Michael had the French rider. Lesna pulled away, however, and gained rapidly. The twenty miles were made in 36:41½, cutting the world's competition record of 38:11.

In the twenty-third mile Michael passed McDuffie for the second time. In the first lap of the twenty-third mile Michael all but had Lesna, who pulled away. At twenty-four miles Michael was but twenty yards back of Lesna for the first lap gain on the French champion. Lesna held his own and gained slightly in the next lap. Michael had not closed that last lap and the public was wild. It was twenty-four miles when Michael caught and passed Lesna, gaining rapidly. At the bell Michael was just ahead of Lesna, having his lap gained and was two laps and 100 yards ahead of McDuffie. The time for twenty-four miles was 44:08¾ and for twenty-five miles 45:58¼.

Times by Miles.

Mls.	Leader.	Time.	Former Holder.	Time.	Previous world's record against time.
1.	Lesna	1:58	Michael	1:49	record
2.	McDuffie	3:40	Michael	3:37¾	against
3.	Michael	5:29¼	Lesna	5:30¾	time.
4.	Michael	7:18¾	Lesna	7:20¾	-----
5.	Michael	9:05¾	Lesna	9:09¾	-----
6.	Michael	10:50¼	Lesna	11:02¼	-----
7.	Michael	12:42¾	Starbuck	12:56¼	-----
8.	Michael	14:32¼	Starbuck	15:03	-----
*9.	Michael	16:19¾	Lesna	16:58¾	-----
10.	Michael	18:08¼	Lesna	18:49¾	-----
11.	Michael	19:56¾	Lesna	20:43¾	20:10¼
12.	Michael	21:46¾	Lesna	22:42	22:01¼
13.	Michael	23:35	Lesna	24:36¼	23:54¾
14.	Michael	25:27¼	Lesna	26:27	25:49
15.	Michael	27:14¼	Lesna	28:24¼	27:41¼
16.	Michael	29:05¾	Lesna	30:32¾	29:31¾
17.	Michael	31:01¾	Lesna	32:20	31:20
18.	Michael	32:53¾	Lesna	34:17	33:12¾
19.	Michael	34:48	Lesna	36:13¾	35:07¼
20.	Michael	36:41¼	Michael	38:11	37:01¾
21.	Michael	38:30¾	Lesna	40:14	38:52¾
22.	Michael	40:25¼	Lesna	42:08¼	40:46
23.	Michael	42:14	Lesna	44:02¾	42:41¼
24.	Michael	44:08¾	Lesna	45:59¾	44:37¼
25.	Michael	45:58¼	Lesna	47:52	46:32¾

*Held by Stocks.

Summaries of Other Races.

One-mile handicap, professional—Newhouse, 110 yards, first; Mosher, 130 yards, second; Monte Scott, 100 yards, third; Barnaby, 100 yards, fourth. Time, 2:02¾. Major Taylor and Nat Butler, scratch men, naturally failed to gain the front with such pace as was set in this race.

One-third-mile open, amateur—J. Urquhart, first; James Clark, second; Nels Carlson, third. Time, :43¾.

One-mile open, professional—Nat Butler, first; Tom Butler, second; Watson Coleman, third. Time, 2:07¾.

One-mile handicap, amateur—Nels Carlson, scratch, first; I. C. Lewis, 90 yards, second; F. P. Kent, 80 yards, third. Time, 2:10.

F. ED. SPOONER.

HOW TO TIME ROAD RACES

By Geo. K. Barrett

There are comparatively few men competent to time cycle road races. This is due partially to the fact that the timing of a race of any considerable magnitude is really an arduous task, and partially to the fact that there are few men who have had any great amount of experience in timing road events. Road races are, for the most part, club affairs in which club officials are selected for race officials. The result is that men who have had no experience in this sort of work take one try at it and then lack opportunity to benefit by the experience gained in their initial trial. In some of the larger cities, where the promo-

ters of road races have come to realize the importance of having accurate times, a very few men who have had experience and who are known to be accurate have constant calls for their services. The writer has had as many as seven invitations to time road races in one day. Needless to say he did not accept them all.

The timing of a road race consists principally in the "know how." Of course, experience is valuable, but in a small road race any cool-headed individual, with a good assistant, can take the times with approximate accuracy by following out the plan which I shall outline. I should not

advise any man to attempt to officiate in a race of any great magnitude without considerable experience, for the men cross the tape so closely after one another, and in such large bunches, that even the coolest person will, if inexperienced, become tangled up, and, once tangled, his usefulness is gone.

Errors Are Costly.

It is customary for two sets of officials to take the finish of a road race. The judges take the numbers of the riders in the order of their finish, and the timers take a list of times. If the work of both judges and timers is absolutely correct the two lists with the names and handicaps on the programme will furnish the data from which to figure the actual time of each rider. If, however, either timers or judges fail to catch even one man, as is very often the case, then the lists beyond the omission are incorrect. Many plans have been proposed and tried to overcome this difficulty and the one which I shall describe, in my estimation, comes as near filling the want as any that it is possible to devise.

The timer's first move should be to get a capable assistant, a man who will put down accurately the figures as they are called to him, and one who has a quick eye, and, above all, one who will not get excited. The work of the assistant is nearly, if not quite, as difficult as that of the timer himself. Having procured a capable assistant, the next thing is to procure several sheets of paper ruled after the plan shown in Fig. 1. These sheets should be consecutively numbered so that there can be no possibility of their getting mixed after the figures are recorded on them. A piece of stiff cardboard or wood should be used as a back for the sheets, which may be held in place by a rubber band at top and bottom. It will be even better if sheets of cardboard are used instead of paper. Pains should

be taken to see that the timers and judges have plenty of room for their work and a clear view of the riders, not only at the tape, but before and after as well.

An Imaginary Road Race.

I have selected for an illustration an imaginary road race of ten miles

BUNCHES	TIME FROM SCRATCH	NUMBER
	22:31 $\frac{2}{5}$	40
	36	
	37 $\frac{1}{2}$	27
	40	
	41	
2	42	Maj ²
4	43	
	44	31
	49	
2	56	17 18
	59	
	06 $\frac{1}{2}$	1
	07	7
	15	2
	17	
	18	

BEARINGS

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ORDER OF FINISH	NUMBER OF RIDER	NAME	UNCOR RECTED TIME	HANDI- CAP	ACTUAL TIME
1	40	E. C. Bald	22:31 $\frac{2}{5}$	6 ⁰⁰	28:31 $\frac{2}{5}$
2	42	Art. Gardiner	34	6 ⁰⁰	28:34
3	27 [✓]	Tom Cooper	37 $\frac{3}{5}$	5 ⁰⁰	27:37 $\frac{3}{5}$
4	25	A. C. Mertens	40	5 ⁰⁰	27:40
5	24	E. H. Kiser	41	5 ⁰⁰	27:41
6	26	O. L. Stevens	42	5 ⁰⁰	27:42
7	29	Major Taylor	42 $\frac{1}{5}$	5 ³⁰	28:12 $\frac{1}{5}$
8	18	Nat Butler	43	4 ³⁰	27:13
9	19	J. C. Hoyt	43 $\frac{1}{5}$	4 ³⁰	27:13 $\frac{1}{5}$
10	20	C. R. Newton	43 $\frac{2}{5}$	4 ³⁰	27:13 $\frac{2}{5}$
11	8	Fred Longhead	43 $\frac{3}{5}$	3 ⁰⁰	25:43 $\frac{3}{5}$
12	31 [✓]	F. A. McFarland	44	5 ³⁰	28:14
13	37	O. S. Kimble	49	6 ⁰⁰	28:49
14	17 [✓]	Al. Newhouse	56	4 ³⁰	27:26
15	18 [✓]	W. Coleman	56 $\frac{1}{5}$	4 ³⁰	27:26 $\frac{1}{5}$
16	15	Jay Eaton	59	4 ⁰⁰	26:59
17	1 [✓]	H. R. Steenson	23:06 $\frac{4}{5}$	2cr	23:06 $\frac{4}{5}$
18	7 [✓]	W. E. Becker	07	2 ³⁰	25:37
19	2 [✓]	C. S. Wells	15	1 ³⁰	23:45
20	5	Frank Butler	17	2 ⁰⁰	25:17
21	39	Fred Titus	18	6 ⁰⁰	29:18

with the start and finish at the same place. The starter of the race, Tom Heywood, with his corps of assistants, has lined the men up on their marks, given them the proper warnings and is ready to send them off. He has selected me as his chief assistant. I have had nothing to do in seeing that the men are on their marks, but when Tom is all ready and fires the pistol sending off the limit men, I start my watch. After that he pays all his attention to the task of getting each bunch of men to the starting mark in proper order. The limit is six minutes and I have a slip of paper showing at just what time each of the following bunches leaves. Five seconds before they are to go I warn them to "Get ready" and then to "Go." Finally all the men are off in good order. Tom has caught two or three who, through nervousness or the desire to cheat, have attempted to leave in advance of their time.

Catching the Finishers.

The men are all off and there is a few minutes for pleasant conversation before they can complete their ride. I know them to be a speedy lot of riders, however, and so, soon after twenty minutes have passed I begin to look for the first man. Phil Chase is my assistant. He has ruled sheets of cardboard numbered in order and a supply of pencils so that if one or more should break our work will not be interrupted. I have my chronometer in my hand. It has a minute register attachment so that I am saved the trouble of watching the minute hand of the watch. The first man comes in sight. As he nears the finish I look at my watch and see that the limit man has been gone something more than 28 minutes. I deduct the handicap limit and say to my colaborer, "It is 22 minutes, Phil." He jots down the minutes in the center column. As the rider flashes across the tape, I split my watch and say, "31 $\frac{1}{2}$ " which Phil

adds to the 22 minutes, in the same column making it read "22:31 $\frac{1}{2}$." Glancing up he sees that the rider's number is 40 and he puts that down in the column headed "number."

There are a lot of riders in sight and we have to attend strictly to business. I do not begin to have time to split my watch on all the riders and do it only when I see that the men are far apart enough to safely permit of the operation. I hold my watch almost in a line between my eyes and the tape, so that I will have to move them but little. To aid them in reading the times I follow the sweep hand with a sharp pointed pencil. As the second man crosses the tape, I merely say "36" and Phil records it. I split on the next rider and call "37 $\frac{3}{4}$," and Phil, after writing down the figures glances up and sees that the rider's number is 27, which he puts down in the third column. Thus we go on. Presently there comes a bunch of riders. As they near the tape two of them sprint ahead of the others and cross the tape almost abreast. My eyes are not quick enough to detect the difference in time. So I merely say "42, twice," and Phil writes the "42" in the middle column and "2" in the column headed "bunches," indicating that the time stands for two men. I noticed that Major Taylor, the dusky speed merchant, was the second of the two riders and after the next two numbers have been put down I have time to say, "Major Taylor second in that bunch of two" and Phil indicates it by "Maj. 2" in the third column.

Watching for the Time Prize Man.

Thus we go on. Sometimes it is Phil and sometimes it is I who catches the number of the rider to be recorded in the third column. We do not attempt to put down the minutes until we have passed an even minute again. Presently I recognize H. R. Steenson, the scratch man, and I am particular to split the

watch on him for it is evident that he is the time winner. We also get his number, "1," in the third column. I am not so particular to split the watch after that for no man who finishes after the scratch man can figure for fastest time.

After this list is completed the work is not nearly done. I, with the other timers, take sheets ruled after the manner shown in the full-page illustration and fill in the column headed "uncorrected time." Making this list is clear sailing till we come to the "bunches," when it is necessary to arbitrarily split the time into fifths. Having done this, we compare times and occasionally make a slight correction till all sheets agree. Then we add, in the column headed "number of rider," such numbers as we have caught, placing a check mark against each one. There were three timers with assistants, and between us we have a considerable list of numbers, some of them caught by two of us and some by all three. They are valuable in making comparisons and corrections. Then the judges furnish us with the official list of the numbers of the finishers. We are careful to inquire if any have been stricken out on account of fouls or for any other reason. With them we proceed to finish the column headed "number of riders." No mistakes have been made, and consequently wherever we have a number in this column it agrees with the corresponding one furnished by the judges. Were this not the case we would have little difficulty in locating

the mistake within comparatively small limits.

Having filled out this column we refer to score card and fill in the names and handicaps of contestants in the columns provided for that purpose. Then, to ascertain the actual time, we add together the uncorrected time and the handicap of each rider and put the result in the column headed "actual time," then our work is done save for giving to the press representatives, who have been after the results from the minute the race was over. Had we not begun our first lists by recording the time from the start of the scratch man we would have been compelled to subtract six minutes, the limit of handicap, from each of the uncorrected times and then add the handicap of each rider to his time.

To Avoid Becoming Confused.

In taking the times my assistant, Phil, stood almost directly in front of me so that I might look over his shoulder and speak almost into his ear. This method has often kept us from being confused by the cheers of spectators and the voices of other officials. The work in a small race is simple, but in longer races, the work increases faster, proportionally than the number of contestants. The method in all cases, however, is the same. Any cyclist aspiring to become a timer of road races will find these few paragraphs all the text book necessary to qualify him for the undertaking. If any has such aspirations I would advise him to preserve this article.

CHICAGO'S CYCLING RESORTS

The Tour of the Windy City's Parks and Boulevards Concluded—Garfield Park Cycle Track and the Famous North Shore Drive and Sheridan Road



The Garfield park track.

When we were so rudely interrupted in our forty-mile tour of the parks and boulevards last week, by the editor's murderous looking shears, we had proceeded only as far as the canal on Western avenue. This is not an agreeable place to halt even for a brief moment, much less for a week. Therefore, we will get over it as quickly and comfortably as conditions will permit. When the great drainage canal is completed and the Illinois and Michigan canal and the south branch of the Chicago river have been purged and purified, it is

probable the West park board will see fit to improve this one dangerous and disgraceful portion of the boulevard system. From the canal north to Douglas park there is no boulevard. Western avenue is paved with cedar blocks now badly worn, and is very uncomfortable to ride a bicycle over. A better means of reaching the West Side parks is by way of the block paving of Thirty-first street and California avenue, which is newer and smoother than that of Western.

Douglas park, located at California avenue and West Twelfth street and

containing 180 acres, is one of the oldest West Side parks. Just at present the southern half is undergoing extensive improvements and the drives are in an unridable condition. The northern portion is, however, in an excellent state of repair and is a popular resort of the residents of the great southwest section of the city. The generous shade of the stately old trees and the very comfortable settees with high reclining backs invite one to a long rest. If the wheelman be hungry or thirsty, he can satisfy his wants at the pretty little refectory on the shore of the artificial lake, where he may also hire a rowboat and rest his legs the while he exercises his arms.

Admirable new double drives, asphalted on the one side and paved with crushed stone on the other, lead west one mile and north a mile and a half, connecting Douglas with Garfield park. Owing to their recent improvement and the fact that they traverse a sparsely populated district, these boulevards do not yet present

the stately appearance of the South Side drives, but, given time and attention, they will some day be unexcelled.

The Garfield Park Cycle Track.

Without question the most liberal concession that has ever been made to the wheelmen by any city or board of park commissioners in this country was the construction of the grand half-mile cement cycle track in Garfield park extension last summer at an expense of about \$25,000. It is the only half-mile cement course in America, and is scientifically banked for a two-minute gait, making it one of the fastest courses that has ever been built. It was a voluntary gift by the commissioners to the wheelmen, presented in the hope that the cyclists would appreciate it enough to cease scorching on the boulevards and confine their road racing to the speedway. The track is open to the public day and night, free of cost, electric lights having been installed for the purpose of illumination. The track is well patronized every evening



Jackson and Ashland boulevards.



The refectory in Garfield park.

after office hours, and especially Saturday afternoons. Many club handicap events are run off on it, and it has been the scene of numerous attempts on records, notably, those last fall by John S. Johnson and James Michael, assisted by the Jallu brothers, of France. Unfortunately, the track is not available for large race meets, owing to the fact that it is public property and can not be leased or hired by promoters for the purpose, and there are few individuals or corporations public spirited enough to promote free meets and incur the expense incident to them solely for love of the sport. Morgan & Wright, however, purpose holding a big meet October 2, to celebrate the first anniversary of the dedication of the track. No grand stand has ever been constructed, owing principally to a lack of funds, but the erection of one has been contemplated.

Free Band Concerts.

Just to the north of the cycle track and the horse track encompassing it stands the handsomest marble band stand in the country,

constructed of marble and having a mosaic floor. Here are given free concerts one afternoon and one night in the week through a large part of the summer, as is also done in Washington, Jackson, Lincoln, and Humboldt parks. These band concerts are immensely popular, and the gathering of people on foot, on bicycles, and in buggies is astonishing.

The older part of Garfield park, just across West Madison street, is a most inviting place on account of the great shade trees whose branches interlock overhead, the grassy lawns, the comfortable seats, the floral decorative features, etc. The artesian well here is known to nearly all the wheelmen of the city. The number of cyclists who stopped to drink of its medicinal water became so great that long wooden racks were provided for the wheels, just as has been done at the park house or refectory on the shore of the lakelet, where refreshments are to be secured.

Washington and Jackson Boulevards.

In passing, it is well to note that

Garfield park is directly connected with the business center of town by two fine boulevards. Washington boulevard, asphalted a portion of its length and macadamized the rest, enters the old section of the park near the artesian well and, passing out on the west side, continues on nearly ten miles through Austin and Oak Park, two of the city's finest suburbs, to Harlem. Going toward the city, the boulevard bisects Union park, a small "breathing place" of fourteen acres in the heart of the great West Side. Jackson boulevard starts at the exit of the new cycle track and leads one directly east over a fine asphaltum surface, all the way to the Lake Front park where it connects with Michigan avenue, as shown in the first part of this article. At a point three miles from the park and two miles from the lake it crosses Ashland avenue, also asphalted, and the handsomest drive on the West Side. The intersection of these two much-frequented thoroughfares is generally known to wheelmen as the

"death trap" because of the number of accidents which occur there. During the morning and evening hours when people are going to and coming from work downtown, thousands of cyclists are passing in all directions of the compass and collisions are almost inevitable. At these times the policeman stationed in the center of crossing is kept on the alert constantly, directing the passing procession, regulating the speed, and cautioning riders and drivers to keep to the right.

From Garfield to Humboldt Park.

Returning once more to Garfield park, from which we have digressed, we can continue the tour of the parks by way of Central Park boulevard, leading north, east, then north again to Humboldt park. A long viaduct, "the only hill in Chicago," carries this drive over the Chicago, Milwaukee & St. Paul railroad tracks. This is part of the Wheeling road race course, and it is at the viaduct, after more than twenty miles of hard riding, that many ambitious amateurs "die off"



The artesian well in Garfield park

in the big Decoration day event.

Humboldt park, containing 200 acres, is one of the more recent additions to the park system and is too young to have attained to the stately and attractive character of the parks previously described.

Lincoln Park.

Due north a mile on the macadamized boulevard brings us to Fullerton avenue, which extends directly east four miles to Lincoln park, the oldest, most frequented, and by many be-

to be seen. Here too is located the "zoo," formerly maintained in Washington, or, as it was then called, South park. The animals always attract vast throngs of visitors, but as no free checking stands or stations for bicycles have been provided by the commissioners, there is a notable scarcity of knickerbockers and short skirts in the vicinity of the bears' pits, the lions' cages, and the monkey house.

Grant and Lincoln monuments are



Lake Shore drive, from the water works.

lieved to be the grandest of all. It contains 250 acres of ground (less than half as much as Jackson park on the South Side), and since the rapid growth of the North side in recent years, has become inadequate to the needs of that portion of the city. It is, nevertheless, extremely popular and its fame has extended around the whole world. More money has been expended in its improvement and decoration than on any other Chicago park, and it is the only one in which monuments and statues are

favorite congregating points of the North Side cyclists, and at the exits from the park into Fullerton and Lake View avenues are "rubber points," similar to the "Pancake" in Washington park. The electric fountain, which plays in all the colors of the rainbow for one hour two or three nights a week, draws huge crowds of people, including cyclists and persons in carriages. The unsurpassed flower gardens in the northwest portion of the park are also much sought. Practically the only provision made for the



The cycle path along the Lake Shore drive.

accommodation of the cyclists by the Lincoln park board up to the present time is the construction of a cyclists' pavilion on the edge of the "north pond." Here free cycle locks with an attendant are provided, and a café, lunch counter, and waiting rooms are to be found. Exclusive cycle paths lead from the main drives to the entrance of this artistic little building, which presents a very attractive appearance at night, when all the incandescent lights are aglow beneath the eaves.

North Side wheelmen have repeatedly besought the Lincoln park board to build a bicycle race track for the free use of those many wheelmen of that section of the city who have the natural desire to work off superfluous energy in a bit of scorching but have no place where it may be done without interference by the police and with danger to rider and pedestrians. The commissioners have considered the matter, but do not feel warranted in making the expenditure at present, and perhaps feel that the park is

already too crowded to permit of such an addition to its amusement features. Possibly they will give the project more serious thought when the improvement of the made ground in the lake at the foot of Oak street is begun. A serious objection to such a location, however, would be its unavoidable exposure to the lake winds.

North Shore Drive and Sheridan Road.

In all Chicago there is not a finer, more picturesque, or more popular boulevard than the North Shore drive and its extension, the Sheridan road. These skirt the lake shore from the architecturally beautiful Chicago avenue pumping station and water works, passing through Lincoln park to Fort Sheridan, a total distance of thirty miles, and vigorous steps have been taken by prominent personages of Chicago and Milwaukee to have the Sheridan road extended fifty miles farther to the Cream City over the bluffs of the lake shore through northern Illinois and southern Wisconsin. This route passes through the most beautiful



The cyclists' pavilion in Lincoln park—The Ferris wheel in the background.

country in the immediate vicinity of Chicago, a city notorious for its scenic unattractiveness. The Sheridan road winds through charming little wooded ravines and over grassy bluffs which afford beautiful vistas of the blue ocean-like expanse of great Lake Michigan. It will be a great boon to cyclists and carriage riders when the drive is continued on to Milwaukee, as it is certain to be at no distant day. The citizens of both lake ports ardently desire the improvement, and the only opposition to the project has arisen among a few farmers owning abutting property on the proposed line of the road who will have to stand a share of the cost. There would be a vast amount of travel over such an inter-city road. Already the volume of travel has become quite heavy, although the highway leads from Chicago to practically nowhere. Wheelmen are continually passing points many miles north of the city at all hours of the day and night, a fact noted during the brief existence of Camp Harrison, the first cyclists' camp in America, which was pitched

at Winnetka bluff, immediately between the lake shore and the Sheridan road.

Lemonade Stands and Summer Gardens.

It would be an oversight if we were to fail to note the provisions made along this route for satisfying the thirst and appetites of the cyclists. At short intervals all the way to Fort Sheridan are located tents and improvised shanties where all sorts of soft drinks and sandwiches and ice-cream are to be obtained. Seats and tables are provided for the comfort of the pedal pushers, and cycle stands are ready to receive the dusty wheels. The most elaborate, best conducted, and most respectable beer gardens to be found in the entire city stand just off this drive and are readily accessible from it. Of these, the Bismarck takes undoubted precedence. It is probably the finest summer garden in America, and by reason of the German decorative paintings, the lofty trees, the colored gas lights, the little tables scattered about, and the quaint German steins, has a uniquely foreign appearance. An admission

price of twenty-five cents is charged, and every evening and Sunday afternoons long programmes of exquisite music are rendered by one of the best bands in the city. High-class patronage is secured, and there is never any disorderly conduct. It is a favorite resort for cyclists accompanied by ladies, and every warm Saturday or Sunday night the long cycle stands outside are filled with from 100 to 200 bicycles, under the vigilant care of several attendants.

Thielmann's garden is another popular wheelmen's resort. It is situated just north of Lincoln park and is built on piles extending out over the lapping water of the lake, making a delightfully cool, breezy place wherein to listen to the fine music by Thomas's band while quaffing the beer that "made Milwaukee famous." Sunnyside park is another pretty, well conducted summer garden, located two or three blocks off the Sheridan road to the north of Lincoln park about three miles. Winnetka Inn, north of classic Evanston, was formerly a private residence, but was last summer reconstructed and fitted up for a cyclists' road house. It is a beautiful, inviting place where excellent meals and lodging may be secured at popular prices. No alcoholic liquors can be had, since the inn is situated in a prohibition district surrounded by the homes and property of some of Chicago's wealthy and élite.

Back to Town.

So much for the north shore drives. Returning southward through Lincoln park, the touring wheelman can reach the heart of town once more by way of Dearborn avenue, which has an asphalt surface, or by Lincoln park boulevard, macadamized as far

as Indiana or Ohio streets, on which he must cross over to Rush street, one block west, to effect the passage of the river by means of Rush street bridge. This opens into lower Michigan avenue, illustrated and described in last week's Bearings. This is the connecting link between the North and South Sides, and, with its rough Belgian block paving, narrow streets and heavy teaming, affords nearly a mile of most execrable riding. Plans for a pleasure drive and viaduct over the river, or a tunnel under it, having one approach in Lincoln park boulevard and the other in the Lake Front park, have been repeatedly proposed and discussed. The requirements of the city demand such an improvement, and it must come soon, probably as a part of the Lake Front park embellishments.

The Lake Front Park.

Lake Front park comprises forty-one acres, and when the filling in of the lake now in progress is completed, will be doubled in size. The work of beautifying this long-neglected public property is going rapidly forward, and another year or two will make this one of the beauty spots of Chicago. It is said the plans include the construction of a commodious cycle path parallel with Michigan avenue the entire length of the park. Elaborate plans and specifications for a South Shore drive, to be built in the lake from this park south six or seven miles to Jackson park, have been drawn up by Architect Burnham, of world's fair fame. The estimated cost is in the neighborhood of \$15,000,000, and if the dream is ever realized, Chicago's lake front will put to shame the efforts of any other sea or lake or river port in the world.

H. W. PERRY.

KISER OUT OF THE THERMOMETER

The Star of the Spalding Team Stays Off the Circuit for a Month, and
Is Dropped From the Table—Bald in His
Old Form at Springfield

New York City, Sept. 20.—Earl Kiser is dropped from the percentage thermometer this week, and will not be reinstated until he returns to the circuit long enough to secure seven starts in addition to those he already has, when he will be reinstated to whatever position he may have at that time. The rule is that when a man has been off the circuit a month he shall be dropped, and Kiser has been absent thirty days.

The thermometer percentage stands as an honest gauge of the competitive ability of the riders and as such it will be continued to the end. The rider who remains on the circuit but a short time during the season and does not compete regularly is not entitled to hold his position through weeks and months without again entering to compete against the cracks. Bald has raced regularly and has held his position through thick and thin for week after week and month after month. Kiser has been at but eight days of racing this season and has started but thirteen times in all. He is now certain of going on the Southern circuit and his temporary withdrawal from the thermometer will have but little bearing on the final results. Kiser will travel the circuit to the close of the season and will be a regular competitor from this time on. At the present time he is the most prominent of the big men, owing to his grand win in the great

eight-cornered race at Manhattan Beach last Saturday, a contest styled the championship contest of the season.

The Competitive Champion.

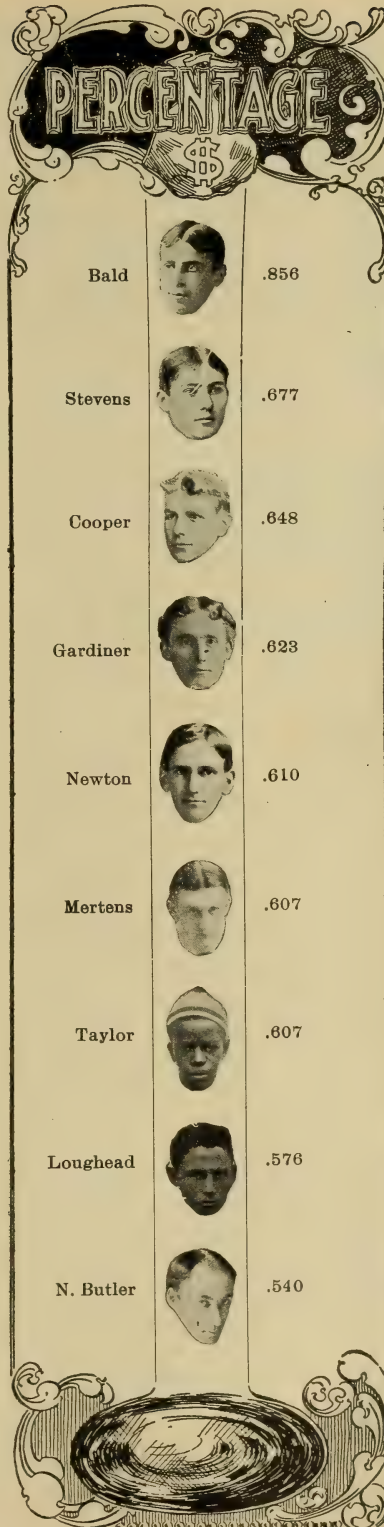
The percentages show the competitive champion and these special races give a man a position, but can hardly place him as the competitive champion of the season. Bald has a comfortable position at the top and may remain there to the close of the season, providing he continues in his present fine form. He has held steadily to his work all the season almost without variation, and should he continue to the close of the season in his present position he will be the three-times winner of the American championship and the second Zimmerman of this country. This is the ambition of Bald and should he win out at the end of the circuit his chances for a successful trip around the world will be trebled from a money-making standpoint.

Orlando Stevens, the Iowa sprinter, stands second in the thermometer, and Tom Cooper advances to the third place. Gardiner is fourth. The Chicago man will take a rest in Chicago and will then go on to the close of the circuit, joining the special car at Chicago on the way to Peoria. Major Taylor drops again this week, and Mertens and Taylor are tied with the St. Paul flying Dutchman, a fraction ahead of the colored boy.

Other positions remain about the same.

Points and
Prize Winnings.

In the points table Bald certainly has a lead that will prove a hard one for any rider to make up, providing Bald rides enough times to keep the others at a distance during the next eight weeks to the close of the circuit. Things are not so crowded in this table as was the case last season at this time, and Bald will have soon double the number of points he placed to his credit all last season. He already has five more firsts this season than last and there is yet nine weeks in all to go to the finish. In 1895 Bald had 207 points and he may run to that number in '97. Gardiner still holds tightly to second position, for which place Tom Cooper is making a hard run. The battle of points will be waged vigorously in the next eight weeks with nearly fifty days of racing.



Bald.....	91	\$2,147.00
Gardiner.....	53	1,180.00
Cooper.....	40	919.00
Taylor.....	34	680.00
Mertens.....	31	722.00
Stevens.....	30	725.00
Butler, N.....	30	640.00
Newton.....	27	640.00
McFarland.....	22	800.00
Kimble.....	22	525.00
Hoyt.....	20	370.00
Loughead.....	18	245.00
Newhouse.....	18	305.00
Coleman.....	12	400.00
Butler, T.....	11	250.00
Titus.....	9	1,171.00
Eaton.....	9	160.00
Randall.....	8	21.00

SPRINGFIELD.

Springfield, Mass., Sept. 16.—Every year since Zimmerman quit the amateur ranks E. C. Bald has been Springfield's brightest star, and this year was no exception. No matter how poorly the Cannon Bald is riding previous to the historic tournament, he no sooner feels the firm ground of Hampden park track under him than he rides in championship form. After winning one race yesterday, he capped the climax today by taking the three open professional events in a manner that would have done credit to his great and illustrious predecessor, Zimmerman. Major Taylor pushed him a little too close for comfort in the third-mile cham-

pionship, but "a miss is as good as a mile."

The attendance today was much smaller than that of yesterday, barely 7,500 people filling the grand stand. The Michael-Lesna match of yesterday brought the people out and today they were content to stay at home and read about the races in the daily papers. But Bald was not the "only pebble on the beach," for Owen Kimble—"Old Kaintuck"—shone with a brilliancy that almost rivaled the great White Flyer. He won both of the handicaps, and in the great mile record race he made Bald wiggle to win out. Cooper was a disappointment, as after his win of yesterday the wise ones thought that he would be in the running today.

Hausman was the king pin in the amateur races and clearly demonstrated that he is one of the best—if not the best—in the country. Peabody got a couple of thirds, while John S. Johnson got a first.

Michael appeared in the role of a record breaker today and demolished the ten-mile figures. The story of the races in detail follows:

The Races.

The opening event of the day's programme was the first semi-final of the mile open amateur in which a pacemaker was placed. Earl W. Peabody, the Chicago crack, ran away with the heat finishing well to the front in 2:11. R. F. Ludwig took second by a narrow margin from George H. Collett, shutting George Reith, among others, out of the final.

Blake, Hausman, Roome, Dawson, Carlson, and Tenzler started in the second heat and Hausman, the New Haven rider, won out over Ray Dawson, with Blake in third position. The time was 2:10 $\frac{1}{2}$.

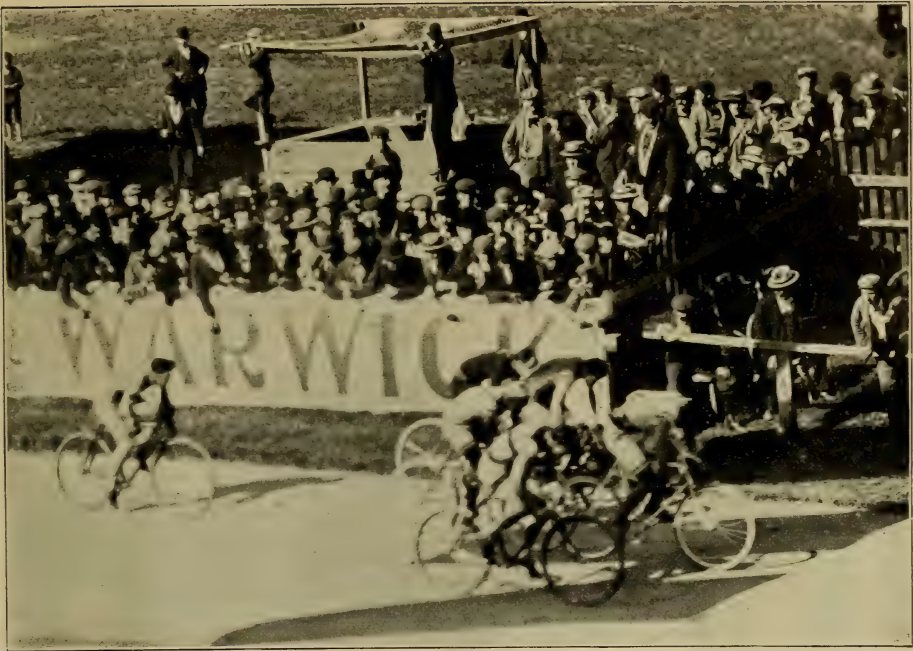
Semi-finals were run in the great one-mile open professional record race, the contest of the meeting, for which a purse of \$375 was offered. Loughead, Cooper, Kelleher, Taylor,

R. A. Miller, and W. W. Hamilton met in the first semi-final. Taylor caught the pacemaker, with Kelleher Loughead, Cooper, Hamilton, and Miller in order named. Taylor gained the lead in the stretch and came all the way. Loughead, on the pole, made a grand finish, gaining the first place in the most exciting manner. Tom Cooper, from fifth position in the line, to which he had been shifted in the rush at the head of the stretch, came with a grand finishing sprint to the third place, just closing Kelleher out of the final. The time was 2:10 $\frac{1}{2}$.

Wells, Tom Butler, H. B. Freeman, Bald, Kimble, and Callahan lined up for the second semi-final. Callahan caught the pacemaker with Tom Butler, Bald, Freeman, Kimble, and Wells in order back of the pacemaker. Wells made the jump and after gaining some distance was overhauled. Butler was at the front, 100 yards and more from home, and held that lead right to the tape. Bald shot to second position, with Freeman, the Californian, on his rear. Kimble shot up in the last desperate jump, gaining the third position by a few inches from Freeman. The time was 2:12 $\frac{1}{2}$.

The Hendee-Rowe Match.

The second heat of the great match race on high wheels, between George M. Hendee, the champion of '85 and '86, and W. A. Rowe, the champion of '84 and '85, created no end of amusement, especially after the announcement, "Champions once, champions now." Hendee paced the first half and Rowe succeeded him in the last half. Hendee came up on Rowe in the stretch and a game battle resulted. Rowe had the lead by six inches twenty yards from home, but wavered, and Hendee made up the distance. For a space the pair were in a dead heat and then one forged ahead. Rowe closed the gap, and as they shot over the tape in



Finish of the professional half-mile open, Wednesday—Bald winning.

2:56, not an eye failed to see the actual dead heat that had been run in what would have been ten years or more ago the greatest race of the meet.

Casey and Eckberg, the tandem team, went against their own world's records for the quarter, third, and half-mile, unpaced, and did :24 $\frac{1}{2}$, :35, and :51 $\frac{1}{2}$, lowering their previous marks of :26 for the quarter-mile, :36 $\frac{1}{2}$ for the third-mile, and :55 for the half-mile.

The professional third-mile national championship was run in two semi-finals. In the first there was seen one of the greatest finishes of the meeting. Gardiner had the lead in the stretch and Tom Butler was with him. Bald, Kimble, and Randall shot up and through to victory in the order named by inches only. Gardiner was fourth, but failed to qualify. The time was :45 $\frac{1}{2}$.

The second semi-final had good men up and was another pretty contest. Cooper had the lead into the

stretch and Doctor Brown was on his rear wheel. Into the stretch Loughhead gained on Cooper and passed him within sight of home. Taylor jumped through and Cooper was crushed back to third, where he battled gamely to the tape with Brown, who failed by a half length to overtake the Detroit man. Newhouse was also shut out. The time was :44 $\frac{1}{2}$.

A Fast Class Race.

The mile 2:15 class amateur was the first final of the day's card. Two single pacemakers pulled the winners of this contest out of their class. The contest was finished in 2:04 $\frac{1}{2}$ and Victor Eckberg is now in the 2:05 class. Geo. H. Collett, New Haven, pushed Eckberg to within a half length and E. C. Ferre ran an equally close third. This is the fastest time ever made in a similar class race.

The line-up for the final of the half-mile open professional had Loughhead on the pole, Bald, Randall, Tom Butler, Oldfield, John S. John-



THE START OF THE HENDEE-ROWE MATCH THIS YEAR--WON BY HENDEE.

HENDEE.

ROWE.

son, Kimble, Gardiner, and Dr. Brown succeeding him. A. R. Ives paced the event. In a hard battle for the position back of pacemaker Gardiner and Tom Butler got ahead of the field and Tom Butler gained the position with Loughhead in the second position. Bald, Oldfield, Gardiner, Brown, Kimble, Randall, and Johnson followed in order. Randall came to the front when the pace dropped and made a gallant fight for the position. Bald made one of his sprints and shot up to the leading position by half a length, while Johnson came up from the rear of the line and gained third, a foot back of Randall. Johnson made a great sprint. Bald's

jump into position was a very fine exhibition of riding, as he was in a pocketed position from which it did not seem possible for him to get out of. The time was 1:02 $\frac{2}{5}$. Back of the front three came Brown, Tom Butler and Loughhead fighting every inch of the way with Gardiner, Kimble, and Oldfield in the next line-up of three men. The finish was of the usual Springfield sort.

One of the closest and most exciting finishes of the meet was that in the finishing struggle of the amateur mile open when Hausman and Ludwig ran so close a finish that the judges might not be censured if they erred in favor of the local man, Lud-

wig, who gained the decision over Hausman, with Peabody a very close third, and Dawson fourth. The time was 2:04 $\frac{1}{2}$.

The Third-Mile Professional Handicap.

If the finish of the amateur race was close and exciting that of the professional third-mile national championship was more so. This contest was between Major Taylor and Bald at the finish. Taylor gained the lead at the outset and held it into the stretch, coming strong all the way. Bald crawled slowly up inch by inch on his dusky opponent and right at the tape gained the mastery, landing his first championship of the season by inches only. The result was in doubt to the last kick. Randall had been well spoken of for this event, but failed to

round the field at the upper turn. Cooper gained the rear wheel of Bald, but could get up no farther. Loughhead had his usual position on the pole and came up strong to the third place, forcing Cooper back one position. The time was :45 $\frac{3}{4}$.

The six men who qualified for the final of the big race of the meeting, the one-mile record race for a \$375 purse, were Loughhead, Tom Butler, Major Taylor, Bald, Cooper, and Kimble. This was the order on the pole. A time limit of 2:05 was placed and two pacemakers, Lee and Frank Alberts, were placed in to pace. The battle for the pacemakers was fierce. Tom Butler gained the position and Major Taylor took the second position. Loughhead had the third place, but gave way to Bald as



THE START OF THE HENDEE-ROWE MATCH RACE TEN YEARS AGO--WON BY ROWE.

ROWE,

HENDEE.

that rider came up to his side. Loughhead took the next position to Bald and Cooper followed, with Kimble at the rear. The pace was well set and at the half positions remained unchanged. Loughhead made the jump as the pacemaker dropped, but Bald anticipated him and rounded to the front past Taylor and Tom Butler. Butler took the rear wheel of Bald and was hanging gamely when Owen Kimble made a fine sprint from the back. Kimble wobbled frightfully, but maintained his course with no interference to any one. Kimble fought to get up, and gained the rear wheel of Bald. Butler was about an open length back and Cooper was fourth by inches over Taylor, who beat Loughhead also by inches, the mile champion finishing last. The time was 2:05½ and was allowed.

R. F. Ludwig held the lead down the stretch in the amateur half-mile open, but John S. Johnson came up grandly, shooting into first place in a hard finish. Peabody could do nothing with his eastern opponents, and was compelled to take third, although he worked hard. Dawson was fourth, but Powell finished well back in the bunch. The time was 1:01¾.

Another Race for Kimble.

In the professional half-mile handicap the field swung into the stretch bunched after a pretty race, coming down the stretch four, five, and six abreast in three lines. Owen Kimble shot out of the bunch and gained first by a length in another hard desperate finish. Randall ran second in a tight finish, with Doctor Brown, who came all the way, and Tom Butler shot into fourth. The time was :59. C. R. Newton and Fred C. Hoyt, the 15-yard men, and virtually scratch, ran unplaced in the bunch that was close up.

In their half-mile pursuit race John S. Johnson reached the quarter a shade to the good. The struggle

was a grand one and neither gained any great distance. The decision of the judges gave Johnson's time as 1:03¾ and Hamilton's time as 1:03¾.

Nat Butler was alone on scratch in the two-mile handicap. The fields in front paced and paced about and discouraged Nat, who quit. Crooks, Maya, and Mosher worked together in front. Crooks dropped back and slowed the bunch and Steenson closed the third up again, slowing the leaders until the field bunched. Kimble again shot out of the bunch. He gained his second victory of the day and Freeman, Callahan, and Newton ran in order a length apart all around. The time was 4:22.

Michael's Record Ride.

"God save the Queen" and "America" were played by the band as Jimmy Michael, once a subject of England and now an American citizen, came out to start for his ten-mile record ride. "Yankee Doodle" succeeded this and the public showed due appreciation of the ability of the little man, the hero of so many races and the unbeaten champion of the present year, by liberal hand clapping. Michael received an ovation, and another was given him when his trainer, O. L. Pickard, picked him up bodily and placed man and machine all in position back of his pacemakers. The start was made behind the Lutie Johnson quad team. This first mile was made in 1:44¾, tying the fastest mile Michael ever made, the second of his great ten-mile record ride at New Orleans last fall. He made the two miles in 3:33, beating his own best record by two-fifths of a second, this also being his time in the record ride at New Orleans. The world's record is 3:27¾.

Michael continued to beat his own best time and finished the third mile in 5:20¾, 1½ seconds below his own time and some seconds back of world's record. At four miles he was ten seconds back of world's record but 2¾

seconds inside his own best, his new time being 7:12 $\frac{1}{2}$ %. The time for the two, three, and four miles are all new American records, formerly held by Michael.

At five miles in 9:06 $\frac{1}{2}$ %, Michael was 1 $\frac{1}{2}$ % seconds inside his own American record. The world's record is 8:50 $\frac{1}{2}$ % by Stocks, of England. Michael cut four seconds off the American record held by himself in doing six miles in 10:56 $\frac{1}{2}$ %, the sixth mile in 1:49 $\frac{1}{4}$ %. The seventh mile showed 12:53, but three-fifths of a second inside his own record. At the eighth mile Michael had gained and was 1 $\frac{1}{2}$ % seconds inside his mark. His time was 14:45 $\frac{1}{2}$ %. At the nine-mile mark Michael was 5 $\frac{1}{2}$ % seconds inside, doing the distance in 16:35 $\frac{1}{2}$ %. The ten miles were completed in 18:27 $\frac{1}{4}$ %, lowering his own mark of 18:33 $\frac{1}{2}$ %. The last mile was made in 1:52 $\frac{3}{4}$ %.

Summaries.

One-mile, 2:15 class, amateur—Victor Eckberg, first; G. H. Collett, second; E. C. Ferre, third. Time, 2:04 $\frac{1}{2}$ %.

Half-mile open, professional—E. C. Bald, first; W. M. Randall, second; J. S. Johnson, third. Time, 1:02 $\frac{1}{2}$ %.

One-mile open, amateur—R. F. Ludwig, first; E. C. Hausman, second; E. W. Peabody, third. Time, 2:04 $\frac{1}{2}$ %.

One-third-mile national championship, professional—E. C. Bald, first; Major Taylor, second; Fred Loughhead, third. Time, :45 $\frac{3}{4}$ %.

One-mile record race, professional—E. C. Bald, first; O. S. Kimble, second; Tom Butler, third; Tom Cooper, fourth. Time, 2:05 $\frac{1}{2}$ %.

Half-mile, amateur—J. S. Johnson, first; R. F. Ludwig, second; E. W. Peabody, third. Time, 1:01 $\frac{1}{2}$ %.

Half-mile handicap, professional—O. S. Kimble, 25 yards, first; W. M. Randall, 30 yards, second; A. I. Brown, 25 yards, third; Tom Butler, 20 yards, fourth. Time, :59.

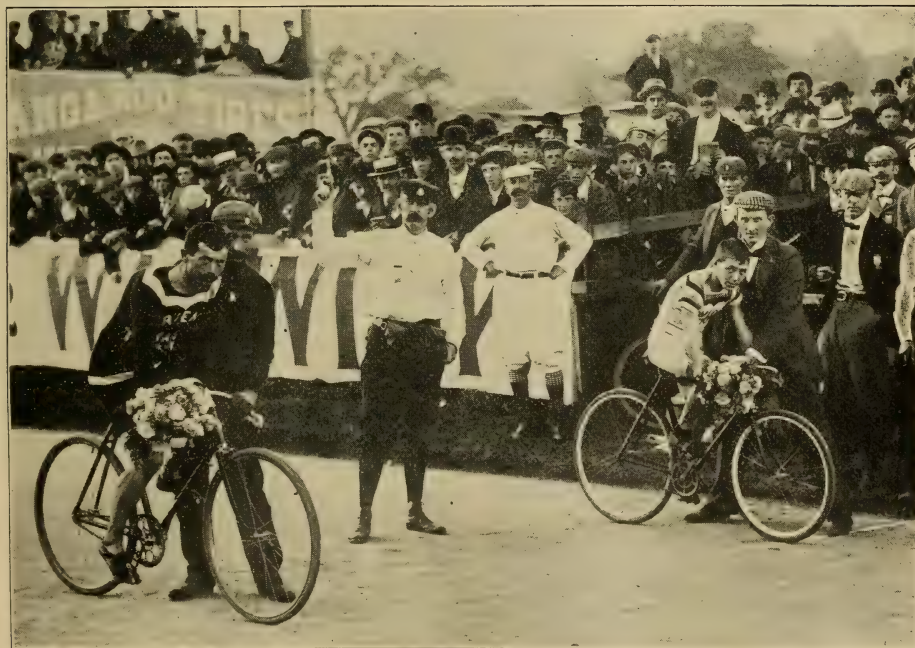
Half-mile pursuit match race—J. S. Johnson won from Hamilton. Time, 1:03 $\frac{3}{4}$ %.

Five-mile championship, amateur—E. C. Hausman, first; R. F. Ludwig, second; H. B. Hills, third. Time, 10:33 $\frac{3}{4}$ %. World's record.

Two-mile handicap, professional—O. S. Kimble, 90 yards, first; H. B. Freeman, 140 yards, second; L. A. Callahan, 40 yards, third; C. R. Newton, 50 yards, fourth. Time, 4:22.

One-mile high wheel match race—Geo. Hendee won from W. A. Rowe. Time, 2:56.

F. ED. SPOONER.



START OF THE MICHAEL-LESNA MATCH.

LESNA.

MICHAEL

NEWS IN GENERAL

KISER AND JOHNSON.

Winners of the Professional and Amateur Match Races at New York Last Saturday—Exciting Contests.

New York City, Sept. 18.—Once again Earl Kiser showed that when a big race is at stake he is capable of beating the best men of the present day, for at Manhattan Beach track this afternoon he proved his superiority over the pick of the fast professionals of the country by winning the championship race at one mile that had been promoted by the American Cycle Racing Association. The race was in four heats, two semi-finals and a final, and as but two men started in each contest there was no chance for team work of any kind. Bald, Kiser, Cooper, Gardiner, Loughhead, Mertens, Titus, and Stevens were the contestants, and the men drew for the heats in which they should start. On his road to victory Kiser beat Loughhead in his heat, Tom Cooper in the semi-final, and Bald in the final. Although a claim was made for a foul by Bald's trainer, there is little doubt but what the "Dayton Dumpling" was the speediest man of the day, and won the victory on his merits. The outcome will probably be a match between Bald and Kiser, which will be decided at Buffalo within a few weeks. Today the men divided fifty per cent of the gate receipts.

In the championship contest for the amateurs eight of the best pures in the country came together and John S. Johnson, who hails from Worcester, Mass., and bears the same name as the great record breaker, evolved a winner in the same planned contest as the big ones fought in.

He defeated Reith in a heat, Blake, of New Hampshire, in the semi-final, and the only Peabody, of Chicago, in the final. He afterward showed that he could follow pace a bit, by establishing a new track record, against the heavy wind, of :53 for the half-mile.

But 3,000 People Present.

About 3,000 people witnessed the day's racing which, although the best that has been seen at the Beach, did not appear to strike the fancy of those present, owing to the loafing that occurred when but two men were in a race. At the same time the contest left no doubt in the minds of the people as to the man who had the most speed, both among the money-chasers and the amateurs. A heavy wind blew down the homestretch and sadly interfered with fast time. It but rarely happens that the ocean breezes, for which this track is noted, ever take a vacation, and this was one of the days when they were in their glory. The star amateurs began the day's sport by their first heat of the race that was dear to them. E. M. Blake, of Keene, N. H., and F. J. Morse, of the Chicago Cycling Club, drew the slips which placed them in the first heat together. Morse caught the pacemaker—Babcock of the Harlem Wheelmen—but Blake moved up and took the lead at the bell. When the straight was reached Blake had no trouble in running away from the Chicago lad who had killed his chances by a sprint at the end of the second lap, thinking it was a half-mile track.

C. M. Ertz, the one-mile national champion, and E. W. Peabody, the Chicago crack, lined up for the sec-

ond heat and at the gun Ertz jumped and hooked to the rear wheel of Lake who was the pacemaker. When the final effort came the Windy City representative had no difficulty in beating out the Riversider.

I. A. Powell, mounted on a strange wheel owing to the fact that his own wheel failed to arrive in time, and C. J. Miller, of Buffalo, fought for honors in the next heat. After declining to follow the pacemaker for over a lap, Miller reluctantly tacked on. When the pace dropped out there was a short club run until the last turn was reached when Powell made his jump and held the lead to the tape.

John S. Johnson caught the pace in the next heat with George Reith next in line. When the sprint came Johnson went out and won as he pleased, Reith being hardly able to hang onto him owing to illness.

The Professional Race.

The starters in the first heat of the big professional event were Bald and Titus, and the latter took the position behind Henshaw, who was making the running. At the bell, Titus went out to the right at a slow gait and looked behind for Bald to pass him. The Bison preferred not to take the pace, however, and the two rode up on the edge of the bank waiting for each other to start the sprint. When it came to the ride that tells Bald simply ran away from the New Yorker who finished sitting up.

Loughead caught Hedstrom's rear wheel in the next heat, with Kiser as his opponent. After the bell Loughead waited for Kiser to start the sprint and when the latter did so the Canadian was unable to even hang to his rear wheel.

By this time the riders had come to learn that the best position was the last one and they were slow about taking the pacemaker's wheel, owing to the position it left them in when he dropped out. When the gun fired for Cooper and Stevens to start,

neither man went off his mark, one waiting for the other to get to the pacemaker. At the next start Cooper took the pace and when it dropped he ran up on the top of the bank with Stevens following. At the last turn Tom suddenly dropped down on the pole and the start enabled him to gain a couple of lengths on "Stevie," which the latter was unable to make good before the finish.

Gardiner contented himself with the tail end in the next heat as Mertens tacked to the pace. When the bell rang the five-mile champion suddenly stopped and Gardiner went ahead while the former tacked onto him. There was a loaf to the turn when Gardiner made a jump which gained him three lengths that Mertens did not seem to try and make up in the run for home.

The First Semi-Final.

Bald and Gardiner drew to start in the first semi-final while Kiser and Cooper were left to contest in the second. The curley-headed youth went out for the pacemaker in his heat while Bald was content to stay behind. Henshaw and Hedstrom carried the men along on singles until the bell when there was the usual novice gait before the last turn was reached. Gardiner dropped from the top of the bank to the pole, but Bald was after him like a flash and coming up on the outside had no trouble in qualifying for the final.

Kiser and Cooper contested in the second semi-final, and the Detroiter took the pace. The usual performance of running up on the top of the bank took place after the pacemakers dropped. Then Kiser, who was behind, suddenly dropped down to the pole, with Cooper following and giving a game battle, such as he did in times of yore. He partially made up the lead of Kiser, but was half a length to the bad when the black line was crossed.

It was about five o'clock when

Kiser and Bald lined up for the race of the day and really of the year. The wind had not died out and a record was out of the question. Henshaw and Hedstrom, on a tandem, were to take the men along for a couple of laps and the toss for position gave Bald the pole. Kiser was pushed off his mark by Tom Eck, while McDonald did the same thing for Bald. When the pistol cracked Kiser received a start that enabled him to catch the pacemaker with ease, although Bald apparently had no designs on the same object. The tandem pulled the men along at a good gait and this fact, together with the wobbling of Kiser, appeared to worry the Bison. The double-seater dropped out at the bell and after taking a little 'breathing spell on the backstretch the two ran up on the edge of the banking of the last turn with Kiser in the lead. Suddenly Bald dropped down to the pole and started to make his effort. The "Dumpling" was after him and started his famous kangaroo sprint with telling effect. He came alongside of Bald on the outside and passing him, dropped in front in a manner that resulted in a protest being lodged after the race. The galloping sprint of the stocky built youth from Dayton was carrying him along at a terrific pace, while Bald was having his troubles trying to hang on to him. The crowd rose up as one man and mingled cries of "Bald!" "Bald!" and "Kiser!" "Kiser!" were heard as the two mighty riders struggled against the wind. Try as he could the Buffalo man was unable to do better than to finish at the rear wheel of Tom Eck's protégé and had clearly met defeat at his hands in a race that could not fail to settle the question of speed. The excitement after the race was intense. Even the old staid Tom Eck, who has probably seen more races than any man in the country, danced around like a pleased child, tossing his hat high in the air.

After the finish Bald continued around the track, and upon reaching the tape dismounted, and showed a dirt mark on his foot where he claimed Kiser's tire had rubbed against him. His claim of a foul was not allowed by Referee Batchelder, as the evidence showed that one as much as the other was to blame, as Bald swerved out as Kiser swerved in, when that terrific struggle was taking place coming up the straight. There was talk between Bald and Eck of a match for \$500, and details will probably be consummated in a few days.

Semi-Finals of the Amateur Race.

In the semi-finals for amateurs the double system of single pacing was used, and the first semi-final saw Blake behind the pace with Johnson next in line. Blake started the sprint at the last turn, but the New England lad came up on the outside, and with apparent ease opened up at least ten yards of daylight between the two wheels, before the tape was reached.

Peabody and Powell clashed in the second semi-final and the Chicago Cycling Club lad took to the pace. Powell tried to make a jump coming into the straight, but Peabody was too quick for him and succeeded in opening up a couple of lengths before the finish. Powell was riding Titus' wheel and as his knees hit the bars he refused to ride in the trial with Blake for the third prize preferring to forfeit it. Blake would not consent to this, claiming that he had an advantage over Powell as he was mounted on his own wheel, and in the toss to settle the possession of the diamond the New Yorker was the lucky one. The announcement of the incident brought applause for both riders.

Peabody, of Chicago, and Johnson, of Worcester, lined up for the final of the amateur event which was paced by Babcock and Lake on a tandem. The New England lad wore an elastic stocking which did not appear to in-

terfere with his leg movements. He quickly ensconced himself behind the double seater with Peabody apparently in difficulty, hanging to his rear wheel. It was a loaf for a half a lap after the bell when both started to make their effort together. The New England lad appeared to have more speed in him than the Chicago amateur and try as he could the latter was unable to do better than cross the tape at his rear wheel.

The multicycle race appeared to take well with the crowd, there being a single, tandem, two triplets, and a quad in the contest. The single rider had a handicap of 200 yards, and all the riders were bunched at the mile. The South Brooklyn triplet team had the most speed at the finish, and won by about thirty yards, with the quad next in order and the single rider hanging to it. The summaries:

One-mile Invitation, Amateur—First Heat.

E. M. Blake, Keene, N. H.	1
F. J. Morse, Chicago Cycling Club	2
Time, 2:14%.	

Second Heat.

E. W. Peabody, Chicago	1
C. M. Ertz, Riverside Wheelmen	2
Time, 2:16%.	

Third Heat.

I. A. Powell, N. Y. A. C.	1
C. J. Miller, Buffalo	2
Time, 2:58%.	

Fourth Heat.

John S. Johnson, Worcester, Mass	1
George Reith, H. W., New York	2
Time, 2:28%.	

First Semi-Final.

John S. Johnson, Worcester, Mass.	1
E. M. Blake, Keene, N. H.	2
Time, 2:12%.	

Second Semi-Final.

E. W. Peabody, Chicago C. C.	1
I. A. Powell, N. Y. A. C.	2
Time, 2:24%.	

Final Heat.

John S. Johnson, Worcester, Mass	1
E. W. Peabody, Chicago C. C.	2
Time, 2:19%. Won by a length.	

One-Mile Invitation, Professional, First Heat.

E. C. Bald, Buffalo	1
Fred Titus, New York	2
Time, 2:35%.	

Second Heat.

E. H. Kiser, Dayton, Ohio	1
F. J. Loughhead, Sarnia, Can.	2
Time, 2:36.	

Third Heat.

Tom Cooper, Detroit	1
Orlando Stevens, Ottumwa, Iowa	2
Time, 2:24%.	

Fourth Heat.

Arthur Gardiner, Chicago	1
A. C. Mertens, Minneapolis	2
Time, 2:32%.	

First Semi-Final.

E. C. Bald, Buffalo	1
Arthur Gardiner, Chicago	2
Time, 2:22%.	

Second Semi-Final.

E. H. Kiser, Dayton, Ohio	1
Tom Cooper, Detroit	2
Time, 2:24%.	

Final Heat.

E. H. Kiser, Dayton, Ohio	1
E. C. Bald, Buffalo	2
Time, 2:12%.	

Two-mile multicycle handicap, amateur—Hendrickson, De Martini, and Powell on a triplet, 60 yards, first; Heaney, Hilderbrandt., Hoffman, and Nolan on a quad, scratch, second; C. J. Miller, Buffalo, on a single, 200 yards, third. Time, 4:03%.

Half-mile amateur exhibition to beat the track record of :54%, by John S. Johnson. Time, :53.

One-mile exhibition by the New York County Wheelmen quad team. Time, 1:57%.

AL REEVES.

KISER AND THE HORSES.

The "Dayton Dumpling" Meets With Two Accidents, and Loses the Match Race.

Dayton, Ohio, Sept. 15.—Kiser and the horses, Alad and Bascombe, have met again, but the result has been as unsatisfactory as their first meeting in Columbus last week. Tom Eck thought that Kiser's home, Dayton, would be a good place to "pull off" the final of the match races, and they were accordingly run today. Eck's calculations, however, were off, as the stand and bleachers were scarcely half filled, and the great trainer is probably money out of pocket on the meet.

The half-mile county fair track was in excellent condition and everything looked as if a good day's sport would be had. Kiser and his pacemakers were in excellent condition, the only thing unfavorable to his winning being the fact that a sextuplet could not be obtained and the pacing had to be done by a quad.

There were many amateur and professional events upon the programme, but of course the match races were to be the events of the day. They were to be run in

half-mile heats, best two in three, flying start. It was agreed also that if either crossed the tape at the start within a length of the other it was to be a good start.

Kiser Couldn't Hold the Turn.

After an unsuccessful attempt to start from the head of the stretch, the quad and Kiser encircled the track and as they neared the tape the horses were started and they crossed the tape at a tremendous pace with Kiser about a length to the good. The quad, manned by McKeon, Conn Baker, Haskins, and Hansen, set a tremendous pace and gained slightly on the horses down the backstretch. Coming around into the stretch, however, Kiser was unable to hold the turn and was sent to the outside of the track. The quad, however, not knowing of the mishap which had occurred to the rider, continued down the stretch and beat the horses by ten feet. Kiser, in the soft part of the track, made a strong effort to regain the pole and his pacemakers, but was unable to do so and gave up the chase. The time of the horses was :54 for the half-mile.

Although the spectators loudly applauded the horses, Kiser's performance was a great disappointment, and it was plainly shown. Several of the spectators, not knowing of the nature of his mishap, loudly hissed and jeered him.

Kiser Falls in the Stretch.

The second heat, which was run after several open events, proved to be more unsatisfactory than the first event. After a short preliminary work in obtaining a start, the race was started with the horses nearly a length ahead at the tape. The driver of the horses meant business and opened a gap on the quad as the men and horses entered the backstretch. The quad was fast getting down to work, when, without any apparent cause, Kiser went down. His fall

caused the quad to slacken pace and return to the fallen rider. He was able to get up himself, but aside from a few rather severe bruises, was not seriously hurt.

The horses kept on running, and crossed the tape in the good time of :53½. Although the horses won the race in winning two straight heats nobody is satisfied, and it is yet an open question whether or not a cyclist is a match for a team of running horses.

Kiser himself looks upon Dayton, his own home, as a "hoodoo," as he has never been able to accomplish anything upon his home track. On the meet of July 3, when fully 17,000 of his fellow townsmen turned out to see him ride, and he was then riding at his best, he suffered a severe fall in the half-mile open, and ran second to Gardiner in the mile open.

The Other Events.

The other events upon the day's programme were very interesting, especially the amateur events. Wagner, Osirus, Robbins, and La Fevre are at present the "Big Four" in Ohio's list of amateurs, and they wrestled in a masterly manner for supremacy. When the other amateurs heard that they were entered they refused to ride and the four cracks competed. Robbins clearly demonstrated the fact that he is champion in the short distances as his victories were very pronounced.

Haskins, in the professional mile open, led the way across the tape, although Conn Baker and McKeon made a hard fight for first place, being beaten by inches. Haskins is a coming professional and is equaling his grand record made last year when he was an amateur. He has repeatedly beaten all professionals who have met him, and several weeks ago he beat Fred Loughead.

Summaries.

Half-mile open, amateur—Frank Robbins, first; Roy Le Fevre, second; Chas. J. Wagner, third. Time, 1:13½.

First heat; Kiser vs. Horses; half-mile—Horses won. Time, :54½.

Quarter-mile, amateur—Frank Robbins, first; C. J. Wagner, second; Roy Le Fevre, third; J. Osirus, fourth. Time, :34½.

Second heat; Kiser vs. Horses; half-mile—Horses won. Time, :53½.

One-mile open, professional—C. B. Haskins, first; Conn Baker, second; E. D. McKeon, third; J. Hansen, fourth. Time, 2:16½.

One-mile, amateur—C. J. Wagner, first; Roy Le Fevre, second; Frank Robbins, third. Time, 2:17½.

C. F. W.

THE CHAMPIONSHIP OF EUROPE.

On a Wet and Slippery Track at Cologne
Arend Wins a Hollow
Victory.

Paris, Sept. 10.—The race for the championship of Europe took place last Sunday at Cologne before a large gathering, in spite of the wet weather. The presence of Bourrillon, who is at present making a triumphant circuit through Germany, and of the home crack, Wilhelm Arend, who, although not a very warm favorite with the public, has attracted a great deal of attention lately, owing to his recent disqualification, sufficed to make the meeting a big success.

The rain, which fell in torrents the whole afternoon, was the cause of several spills, and the results were not perhaps what they ought to have been. The corners were simply unapproachable. Lehr broke an arm in the final of the Derby Rhenan on account of the wet track. Bourrillon, who at one time was a very reckless rider, has cooled down considerably of late, and he never once tried to tackle Arend, who is more accustomed to imperfect tracks.

The heats of the Derby Rhenan had been ridden off on the previous day and had given the following results: Winners, Lehr, Bourrillon, Heimann, Arend, and Parlby.

In the series of the championships of Europe, Lehr defeated Nieuport, and Arend had no difficulty in ridding himself of Robertson. Parlby won his heat, and Kaeser finished a long way ahead of Breitling. The Derby Rhenan went to Arend, Bourrillon

taking second honors in front of Parlby. Lehr fell at the last bend and cracked a bone in his left arm, and Parlby and Bourrillon, sooner than take any risk of spilling, preferred to let Arend finish alone.

In the championship, Arend was again successful, Breitling taking second place, and Kaeser third. The distance was ten kilometers, without pacemakers. Bourrillon and Parlby, finding the corners too slippery for safety, threw up the sponge and retired from the track before half the race was over.

Breitling and Kaeser came a fearful cropper in the tandem contest, which was won by Habich-Verheyen. Opel credited himself with the first prize in the race reserved to amateurs which closed the meeting. Had the weather been fine, the racing would have been intensely interesting, owing to the number of cracks assembled at Cologne.

Taylor a Top-Notcher.

In Paris, the event of the week was the fifty-kilometer race between Champion, Bourotte, Taylor, and Lartigue, which came off last Sunday at the Seine track. Although it did not rain, the weather remained dull and threatening all day, and prevented a lot of people from attending the race. Young Taylor won the event with the greatest of ease, thus confirming his two recent victories over the Welsh rider, Tom Linton. The youngster rode a beautiful race; he crushed his opponents from the very start and approached very closely all the records which Stocks established about five weeks ago on the same track. Had there been less wind, he certainly would have beaten them. His victory places him at the head of the list of French middle-distance stayers, with Huret, and on a par with the English cracks, Stocks, Linton, Chase, and Walters.

Champion made a creditable performance; he still possesses the same

automatic and regular gait, but his machinery seems to be wound up to give a certain speed only; once the limit is passed, it gets out of order and Champion finds it impossible to follow.

Bourotte's partisans expected him to do better, although he rode well. He impressed one as being short of training. As to Lartigue, at no point of the race did he trouble his three opponents.

Champion Finishes Second.

At pistol fire, Taylor and Champion jumped together and joined their pacing teams at the same moment. A desperate struggle ensued for the lead, which finally went to Taylor. At the third lap, Lartigue's pacing team came to grief, causing him to lose a couple of hundred meters. Poor pacing, and the demoralizing effect the accident to his quad produced upon him, put the young stayer out of the hunt altogether. Taylor lapped him at the seventh kilometer, and Champion and Bourotte were served the same at the fifteenth kilometer. The Jallus then took Champion in hand and things were made interesting for the next few minutes. Taylor finally succeeded in gaining the lead, and soon after the thirtieth kilometer had been reached, he lapped the field for the second time. At this point, Lartigue was altogether out of the race, and allowed himself to be lapped without offering the least resistance. Champion and Bourotte had come to the conclusion that it was useless to attempt to catch up to Taylor, and directed their efforts toward gaining the second prize. During the last twenty kilometers, some pretty racing was witnessed between these two, first one and then the other taking a slight advantage.

Taylor finished first, covering the fifty kilometers in the splendid time of 1:01:07 $\frac{3}{4}$. Champion and Bourotte continued to fight it out for the

second place. One lap from home, the former caught Bourotte napping, and, thanks to his pacing teams, gained a couple of hundred meters on his rival. Lartigue, who looked all out of sorts, quit before the finish.

Three important meetings which were to have taken place last Sunday at Amsterdam, Tilbourg, and The Hague, had to be postponed on account of the wretched weather. Rain fell in torrents the whole day. Huret and Chase will try conclusions over a distance of fifty kilometers at the Seine track next Sunday. The event is creating considerable interest in cycling circles. Chase has never ridden in France, and given fine weather, a big crowd is sure to turn out to witness the race.

J. H. COLEMAN.

THE PRIVATE CAR SCHEME.

Forty of the Circuit Chasers Will Take in the Extension—Outline of the Plan.

Boston, Mass., Sept. 18.—Success has been met with on every side in the formation of the circuit party which will travel the National circuit extension from Trenton, September 27, to Pensacola, November 20, and thence through the south again to Texas and to the City of Mexico. Those who have been in doubt have come forward and closed for space in the first car, the palace car, the Iolanthe, of the Pullman service, while the second car, is now being rapidly filled. The requisite amount to cover the expenses of the first portion of the journey has been paid and the Iolanthe contains the following teams:

Warwick Cycle Mfg. Co.—L. F. Jackson, manager; Fred Hoyt, the two-mile national champion, and C. R. Newton, who has repeatedly lowered the colors of the leaders of the path.

A. G. Spalding & Bros.—Tom Eck,

manager, and Earl Kiser, the half-mile national champion, and A. C. Mertens, the five-mile national champion.

Monarch Cycle Mfg. Co.—A. E. Webb, manager, and Tom Cooper.

Kangaroo tires—"Pop" McCune, manager; W. B. Young, trainer; John S. Johnson, the great record breaker, and Owen S. Kimble.

White Sewing Machine Co.—Jack Gray, manager, and Watson Coleman.

H. A. Lozier & Co.—Charles S. Wells.

Black Mfg. Co., of Erie—F. E. Juth, trainer, and F. A. McFarland, the lanky Californian, with Orlando Stevens, the Iowa sprinter, the great firm of "I and Stevie."

Doctor Brown and his manager, Chas. Ward. Brown rides a Warwick wheel.

In the second car party now being formed will be found the balance of the cracks, including Bald, and his manager, Pat Macdonald; Arthur Gardiner, and his manager, Jimmy Temple; Fred Titus, and manager, H. P. Clark; Joe Grimes, the 519-pound rider of a Cleveland wheel, who goes on the circuit to ride exhibitions; H. B. Freeman, the Californian; Clarence McLean, the trick and fancy rider; W. E. Becker, of Minneapolis; Al Newhouse and Austin Crooks, of Buffalo; W. M. Randall, and his trainer; Fichtner and Seaton, the Louisville riders; Huffstetler, of Florida, and F. E. Schefski, and Geo. S. McLeish, the assistant managers, and others.

From all along the circuit the most encouraging reports come to the promoters of the trip. Meet promoters are most enthusiastically entering into the spirit of the affair, and meets are being arranged to fill in every vacant day. Exhibitions have been arranged at a number of points, and as the wheels of the party will include a sextuplet, several triplets, and tandems without number, multicyle

races and exhibitions against time will be a regular feature.

Plans of Different Cities.

Now that the special car trip of the National circuit followers is arranged and now that it is known that the champions will be in the party, the meet promoters are coming forward with propositions that outline the greatest and most enjoyable trip of history with an opportunity to make money in liberal quantities while enjoying the pleasures, which are numberless, on such a trip. Buffalo plans to take the men from the car in carriages, through the business streets the party will be driven and the residence section of the city will be shown them. They will be escorted by the Sixty-fifth Regiment band along the entire journey.

Detroit is going to give the party a reception one night of the two days' stop in that city and is also going to take the entire party for a drive throughout the city, the business and residence streets being visited. Belle Isle, famous the world over for its beauty, will be inspected and the men will know Detroit before they have finished the trip planned by the Detroit Cycle Plank Track Association. Kalamazoo has not yet outlined a plan for the stop in that city, but will doubtless arrange a reception for the men. Peoria's cyclists are too well known as entertainers to need extended mention. The hospitality of the Illinois city will be extended to the circuit men, who will be shown the city and the surrounding country with a reception at the club later on. Racine will take the men from their car into tally-hos and will drive them all over the city. Racine has enlarged its programme since learning of the men who will compose the party. Indianapolis plans to outdo all the others in hospitality as is fitting with a city that certainly has

the national meet for '98 secured at this early date.

F. ED. SPOONER.

STOCKS' MILE RECORD.

The Fractional Times of the Wonderful Ride—The Famous Surrey Meet Quite Successful.

London, Sept. 11.—At the Crystal Palace track on Wednesday, J. W. Stocks successfully attempted to place the one-mile flying start world's record and all the fractional times to his credit. Stocks' times, as taken by Pem Coleman, were as follows:

Miles.	Time.	Betts' Mile.
Quarter	:23 $\frac{1}{4}$	:23 $\frac{1}{4}$
Half	:47 $\frac{1}{2}$	:47 $\frac{1}{2}$
Three-quarters	1:11 $\frac{1}{2}$	1:12 $\frac{1}{2}$
One	1:35 $\frac{1}{2}$	1:37 $\frac{1}{2}$

On the following evening Stocks made two ineffectual attempts to lower Betts' record of 1:45 $\frac{1}{2}$ for the standing mile. There was a strong wind, however, and Stocks was three-fifths seconds outside in the first and one-fifth second outside in his second attempt.

At Canning Town track on Thursday, C. F. Sanderson lowered the amateur British record for the unpaced mile, doing the distance in 2:15. The previous best was by E. Scott (when an amateur) and stood at 2:17. On the same evening George Padbury made another attempt to lower the one-hour amateur record of 29 miles, 454 yards held by A. G. Wright, but only covered 28 $\frac{1}{4}$ miles. Padbury, by the way, starts today in the Pegasus twelve-hour race at Kensal Rise.

The London County Club's Suspension.

Last evening, the London County C. and A. C. applied to the general committee to rescind the sentence of one month's suspension passed upon the club by the acting committee of the London Center. It appears, however, that according to the union rules the only body to which the club can appeal is the appeal committee. It is difficult to see how the postpone-

ment of the Cuca and Dibble Shield races fixed for September 17 and 18 can be avoided, although no formal announcement has yet been made. It is just within possibility that the London Center may reconsider its sentence.

M. Cordang, the famous Dutchman, arrived in London on Tuesday and has already appeared at the Palace track, where after about a week's training he will make his attempt to beat Huret's 564 miles, 1,510 yards in twenty-four hours. Cordang will have the assistance of the whole of the Dunlop pacing in his attempt. No precise date is yet fixed.

C. F. Barden departed for Australia by the P. and O. steamship Victoria yesterday from the Royal Albert docks. His wife accompanies him. Barden will join Betts at Melbourne. Both riders will tour through Australia and New South Wales in quest of Australian records. Barden takes with him two Swifts, besides various accessories, a home-trainer, dumbbells, and a skipping rope. A number of friends saw the champion off. Barden hopes to return in May next year, in time for the championships.

It is now decided that both the amateur and professional championships at fifty miles, set for decision at Wood Green on the 25th inst., will be paced. Lewis Stroud will start in the former and Stocks in the latter.

The Surrey Meet.

Although only 4,000 attended the autumn meeting of the Surrey B. C. at Kennington Oval, instead of the 10,000 or more of former days, the racing provided very fair sport last Saturday. The four-lap grass course was in good order, but the boisterous wind made the times slower than usual. With a start of 140 yards, the old-time crack, Lewis Stroud, achieved a clever victory in the mile handicap, beating Boyington and Pointer in the final. I. McW. Bourke, who has recovered from his disappointments in

the national and world's championships, cut a good figure in the half-mile for the Sydney trophy, which he won by a length from P. W. Brown. The professional handicap fell to Battersby, who defeated Winbolt and Jones, of New Zealand. Walters rode in this event, but failed to win his heat, being driven wide at a corner by another rider.

The ten-mile race for the Surrey cup was the feature of the day. Both Stroud and Bourke started, but retired before the end, when the twenty-nine starters were reduced to eleven. Callaghan, the holder, could not go the pace, and after a big tussle, A. J. Cherry landed home a winner by inches from H. W. Payne, with J. W. Sharpe ten yards behind, and R. Horn fourth. Time, 27:44½.

For the Warwick Vase.

George Padbury won the hour race promoted by the Essex Cycling Union for the Warwick challenge vase at Canning Town. Padbury covered 25½ miles. At the Friendly Societies' Sports at the Palace, A. S. Ingram won the three-mile scratch race. At Exeter, Fawcett, of Leeds, secured a quarter-mile scratch race, while J. S. West defeated the same rider in the five-mile race for a valuable trophy.

The Rationalists' Meeting.

Although the rationalists made an unimposing spectacle at the starting point, Hyde Park corner, on Saturday, the run to Oxford planned by the ladies' clubs who support the knickerbocker costume proved fairly successful. Over forty ladies accompanied by half as many men reached Oxford and sat down to dinner under the presidency of Viscountess Harberton. The pioneer of rational dress for women, many years before cycling was widely adopted by the sex, made a strong speech in reply to her health, advocating determination on the part of the wearers of the divided costume

in living down the existing prejudice. The first prize for costumes worn was won by Mrs. Edith Coles Webb, a prominent lady rider. The general press devoted considerable space to the affair, but, generally speaking, assumed a hostile attitude toward the viscountess in particular and the members of the various clubs generally.

The Arthur Linton memorial meeting at Cardiff last Monday was attended by 10,000 spectators. Tom Linton, despite a heavy wind, established a new hour record for cinder tracks by covering 28 miles, 973 yards in an hour—former record 27 miles, 300 yards by J. W. Stocks at Coventry. A. A. Chase rode five miles in 10:31¾ and ten miles in 20:50¾, establishing fresh Welsh records for both distances. Both Linton and Chase were profusely paced by multiplers, the former enjoying the aid of Dunlop, Gladiator, and Simpson teams.

A seven days' bicycle polo tournament concluded before an immense crowd of spectators at the Crystal Palace last Saturday, when the Metropolitan team (Captain Hazleton and C. B. Brady) defeated the Columbia team (Capt. W. H. Gorham and Tot Murphy) by 255 points to 215, winning the silver cup presented by the Palace directors.

C. W. HARTUNG.

STARBUCK VS. HAMILTON.

The Quaker Takes the Denverite into Camp
in a Five-Mile Pursuit Race—
How it Was Done.

Philadelphia, Pa., Sept. 19.—J. F. Starbuck proved his right to the title of the "king of unpaced riders" yesterday when at Willow Grove track, he defeated W. W. Hamilton, of Denver, in a five-mile pursuit race. The event was one of a number of star features of the Penn Wheelmen's meet, and the 9,000 spectators fairly

went wild when the local man crossed the tape first. Starbuck had everything his own way and won by half a lap. In the toss for starting points he won and selected the tape, Hamilton taking the backstretch.

For the first mile Hamilton had a slight lead, but after that Starbuck commenced "to unwind himself," as a spectator put it, and overcoming the Denverite's advantage, gradually gained on him. In the third mile he gained fifty yards, and in the fourth sprinted fast on the stretch of each lap, and before starting the fifth mile had caught up to and was holding Hamilton's rear wheel. This clinched the race for Starbuck, but Hamilton didn't quit, going the entire five miles and accepting his opponent's pace for the last mile.

Starbuck's time was 11:55. This is twenty-five seconds slower than the record he made against Charlie Church in the same kind of a race a few weeks ago, but considering the strong head winds it is very good.

Starbuck Beats a Horse.

Previous to defeating Hamilton, Starbuck pocketed \$200 by defeating the running horse, Romeo, in an easy manner. The distance was one mile, Starbuck riding on the board track while the horse ran on a specially constructed four-lap track inside the inclosure. It was an exciting contest, but the rider had the advantage from the start. He had the advantage of having a quad to pace him and finished twelve seconds ahead of the horse. Starbuck's time for the mile was 1:46½, while that of the equine was 1:58½.

Another event that created more than average interest was the five-mile match pursuit triplet race between John S. Johnson, Steenson, and W. E. Becker, representing Minneapolis, and W. A. Wenzel and the Turville brothers, Philadelphia. The local men were no match for the visitors, who rode exceptionally well

and in addition to winning broke all triplet records from a quarter to five miles. The race was a close one for the first three miles, and neither team had gained the slightest advantage. In the fourth mile the 112-gear of the Minneapolis contingent, however, began to do its work and it was a gradual gain until the finish. Wenzel and his companions rode a game race, but they were up against three "pluggers" and had to swallow defeat. Fully fifty yards separated the two machines at the tape. The winner's time was 10:04½, while that of the loser's was 10:12. The time by miles of Johnson's team was 1:56, 3:57, 5:59½, 8:05, and 10:04½.

Summaries.

One-mile open, professional—J. A. Vernier, first; John S. Johnson, second; H. R. Steenson, third. Time, 2:08½.

One-mile open, amateur—W. A. Lantz, first; J. B. Clift, second; C. W. Krick, third. Time, 2:12½.

Five-mile inter-city triplet race, professional—J. S. Johnson, W. E. Becker, and H. R. Steenson defeated W. A. Wenzel and the Turville brothers of this city. Time, 10:04½.

One-mile match race—Between J. F. Starbuck and running horse Romeo—Won by Starbuck. Time, 1:46½. Horse's time, 1:58½.

One-mile handicap, professional—J. Vernier, 50 yards, first; C. H. Henzel, 40 yards, second; B. B. Stevens, 15 yards, third. Time, 2:04½.

Five-mile pursuit race—J. F. Starbuck defeated W. W. Hamilton. Time, 12:16½.

Third-mile handicap, amateur—J. Zimmerman, 10 yards, first; A. G. Daniels, 40 yards, second; J. A. Schomp, 15 yards, third; J. B. Clift, 10 yards, fourth. Time, :39½.

Five-mile handicap, professional—W. E. Dickerson, 300 yards, first; H. W. Eckhardt, 325 yards, second; F. M. Dampman, 375 yards, third; W. S. Ray, 300 yards, fourth. Time, 11:23½.

G. M. D.

PARSONS SAILS FOR HOME.

The Australian and His Wife Depart From the Golden Gate—A Story of the Klondike.

San Francisco, Cal., Sept. 17.—J. W. Parsons, the Australian, is on his way home, having left here yesterday morning on the steamer Mariposa, accompanied by his attractive little wife. In conversation with Bearings representative, he said: "I am on my way home from my second visit to your country, and while I regret to go for some reasons I am glad to get away for others. I will arrive in

Australia about the time the sport opens up, and this will give me a month to get into condition before the big events. I am now in pretty fair shape, but will have to do a little hard work after I get on the other side to get my "sea legs" off. I have had a very pleasant time while here, and while I have not done much in the racing game, still I feel that I have not wasted my time. I have learned many points in the game, and go home prepared to spring some of them on the boys. The game will be very hot in the colonies this year, as many of the English riders are going over, or are already there, and I look for the best racing year we have ever had. Of course, racing helps the trade along immensely, and, as the dealers take much interest in the game, a good trade year will doubtless ensue."

Californians Return From the Northwest.

The Californians who have been riding in Oregon, Washington, and British Columbia during the past few weeks have returned and all seem to be pleased with their trip. They came back to California to prepare for the winter's sport, which promises to be exceedingly lively. There are many meets in prospect and with the addition of several riders from Oregon and Washington, and possibly one or two from the east, there will be plenty of talent present to keep up the interest.

* Otto Ziegler is missing, in one sense. The boys who returned from the north today do not know where he is. They left him at Seattle and that was the last seen of him. It is generally believed that he is in quest of the straightaway record and that he slipped off to prepare for it in secret.

A Good Klondike Story.

A very interesting story comes from the Klondike. Louis W. Fox, at one time the most promising rider on the coast and later the repre-

sentative of the Fowler people, for awhile did a splendid business in southern California and boomed the "truss frame" wheel wonderfully. He finally ran into debt and owed "everybody," principally the Chicago people, to whom he was in debt about \$6,000. Fox gave a lot of notes to cover the amount of his debts and left for Alaska. He was not heard from until a few weeks ago, when Attorney Flint, of Los Angeles, received a bulky package from Alaska, containing nuggets and dust to the value of \$6,200 and a letter asking the attorney to use the money in paying off Fox's debts. The full amount went to the Chicago firm, the \$200 being interest on the principal. Not only did Fox ask Mr. Flint to send the money to the cycle manufacturers, but asked him to look up all his old creditors and send a list to him (Fox) of the amounts due. Mr. Flint is now looking for another package from the young fellow. Fox, in his letter, stated that he had struck it rich and was worth in the neighborhood of a quarter of a million.

SYD. B. VINCENT.

NEW YORK'S NEW CANDIDATE.

Magistrate Simms Is Said to Be in the Field for the Office of Chief-Consul.

New York City, Sept. 20.—There is an excellent chance of an independent candidate being in the field for the office of chief-consul of the New York state division of the League of American wheelmen, in the person of Magistrate Charles E. Simms, Jr., the president of the Associated Cycling Clubs of New York. Although he has stated that he would not permit his name to be used, it is known that if his committee can assure him sufficient support among the league members of the Empire state, he will allow himself to become a candidate.

From all accounts it is not unlikely that the old Luscomb-Potter feud

will be revived, as the former's name is connected with the independents. Walter S. Jenkins, of Buffalo, is the regular nominee for the office, and as the election takes place in October, the workers for the independent ticket will have to do some hustling if they expect to make a showing.

A secret meeting of the workers was held on Friday night, but little of the doings at the meeting has leaked out. It is known, however, that calls on the official paper of the A. C. C. of New York were sent by Edward Geberoux to Charles H. Luscomb, of Brooklyn; M. B. Friedenrich, of the Harlem Wheelmen; James M. Gentle, of the Riverside Wheelmen; Frank P. Share, Long Island Wheelmen; M. L. Bridgman, Metropolitan Bicycle Club; C. A. Nason, James Oatman, and R. G. Betts, of the Manhattan Bicycle Club; Matthew Gibb, Century Wheelmen, and John Frick, Morris Wheelmen. All of the above were present at the meeting, with the exception of Luscomb, Gibb, and Frick. It is said that the meeting placed itself on record as being opposed to the re-election of Potter as president of the L. A. W. Jefferson Seligman was mentioned as the possible candidate for vice-consul on the ticket with Simms, although no official announcement has been made.

New York City, Sept. 20.—President Simms of the A. C. C. of N. Y. stated today that he would not allow his name to be used in connection with the chief-consulship of the L. A. W., in New York, under any circumstances.

AL. REEVES.

MUST PAY DUTY.

Bicycles Coming Into the Country Will No Longer Be Classed as Personal Effects—
Washington Notes.

Washington, D. C., Sept. 20.—The assistant secretary of the Treasury has made an important ruling, hold-

ing that bicycles of foreign manufacture are no longer entitled to free entry as the personal effects of the owners bringing them in. Heretofore bicycles have been admitted free when brought in by owners as personal effects, as have also other sporting paraphernalia, the terms of former tariff laws giving wide scope to the customs officials in the interpretation of the designation "personal effects." In the Dingley law the exemptions were materially reduced by the terms of paragraph 697, which provides for the free entry of "wearing apparel, articles of adornment, toilet articles, and other similar personal effects of persons arriving in the United States." The customs officials hold that bicycles can not be construed to be personal, similar to wearing apparel, articles of personal adornment, or toilet articles, and hence are not entitled to free entry.

Penn Wheelmen Visit the Capital.

The Penn Wheelmen, one of the leading clubs of the Quaker City, came over to Washington in a body Sunday, September 12. The club was under the direction of Captain Gunther, who was the captain in charge of the L. A. W. runs to Valley Forge, Fort Washington, and Atlantic City, during the recent league meet. The party arrived early in the morning and attracted a great deal of attention while riding down Pennsylvania avenue to their hotel. The wheels of nearly all in the party were decorated with the club colors, while on the breast of each member was a yellow badge. They visited a number of the places of interest around the city, and wound up their stay by assembling at the foot of the Washington monument and being photographed in a body.

Cycle Racks in the Congressional Library.

The officials of the new Congressional Library building have put up a large number of racks for the ac-

commodation of cyclists who visit that institution. The racks, which are of a special design, have been placed in the basement, and every attention will be paid to them. It is required, however, that every wheel must be in a perfectly clean condition before it can be brought into the building. This action on the part of the officials will be much appreciated by wheelmen.

Robert Boardman, who has earned the title of "bicycle detective," from the fact that he has recovered so many stolen bicycles, thinks there should be a tax of from fifty cents to \$1 on bicycles, and any wheel found on the streets without the license number should be taken by the police until an investigation could be made. He says that such a tax would not only increase the revenue of the city, but would be of great assistance to the police in recovering stolen wheels and capturing bicycle thieves.

Century Run Postponed.

The mammoth century run under the auspices of the local division of the League of American Wheelmen, which was to have been made September 12, has been postponed until September 26, owing to the extremely hot weather that has prevailed of late. This run promises to be the most successful one in the history of the sport in this city, and a very large number of entries have been received. It is proposed to have pacemakers all the way and no rider will be allowed to go ahead of the pacemakers. This will give every one a fair show. H. G. W.

WESTERN A. A. U. CHAMPIONSHIPS.

St. Louis, Mo., Sept. 19.—Ideal weather and the fact that no admission was charged, brought out one of the largest crowds ever seen at the Pastime track, to see the championship events of the western division of the A. A. U. Three bicycle races were on the programme, a novice, a

mile championship, and a two-mile handicap. Dan Dougherty won the championship event, in the slow time of 2:30 $\frac{2}{3}$, with Jake Weidner and Frank Costello right on his heels in the order named. Charles McCarthy made his appearance in this race, the first time he has ridden in over two months, and by finishing a poor fourth he will sadly alter his position in the percentage table for the Republic's championship medal.

A. M. Goessling won the novice race by a block in 2:26 $\frac{4}{5}$. Cecil Stone, the youngest brother of Cola Stone, made his initial appearance on the track in this race and while he failed to show, he rode well, and with added experience should do well. The two-mile handicap was won by Frank Costello, from the 50-yard mark, with Felix Gast, 55 yards, second, and Wentworth Steel, 75 yards, third. Costello rode better at this meet than he has done all season, showing more of the form in which he rode last year.

Summaries.

One-mile novice—A. M. Goessling, first; C. White, second; R. H. Orr, third. Time, 2:26 $\frac{4}{5}$.

One-mile championship—Dan Dougherty, first; J. C. Weidner, second; Frank Costello, third. Time, 2:30 $\frac{2}{3}$.

Two-mile handicap—Frank Costello, 50 yards, first; Felix Gast, 55 yards, second; Wentworth Steele, 75 yards, third; J. C. Weidner, scratch, fourth. Time, 4:35 $\frac{1}{2}$.

Bob Holm Resigns.

Resigning seems to be the order of the day in local cycling circles, and the latest one to make his debut in this role is no less than Robert Holm, who resigns as delegate to the Associated Cycling Clubs from the South Side Cycle Club. He gives as his reasons, first, that he is tired of the bickerings that have been a feature of the A. C. C. meetings for the past six months (which can readily be believed) and second, that he feels that the welfare of the South Side club requires attention which he can not give it while his time is taken up with the A. C. C. This latter is taken with a grain of salt as it reverses the position he has always

held, and while nothing is known, much stronger motives than those given are credited as being the cause of his resignation from this important position. J. C. Espy, who was also a South Side delegate, but never seated, resigned also, and Ed Teuscher and Henry Linnewerth were elected in their places.

"Dute" Cabanne is also taking a hand at the resigning business, as he has declared his intention of resigning as a professional cyclist and making application to the A. A. U. for a coat of whitewash and reinstatement as an amateur athlete. Whether the amateur rule of the A. A. U. is sufficiently elastic to permit of this remains to be seen.

W. P. L.

THE WISCONSIN RACES.

Good Contests Last Week at Different Cities
in the Badger State—Standing of
Circuit Chasers.

Milwaukee, Wis., Sept. 20.—The following races were run in Wisconsin last week:

At Viroqua.

One-mile novice—Fortney, first; Beatty, second; Miller, third. Time, 2:48½.

Half-mile open—Chase, first; Fish, second; Pierson, third. Time, 1:27.

Two-mile handicap—Fish, 60 yards, first; Gannon, 125 yards, second; Chase, 100 yards, third. Time, 5:10.

One-mile open—Charles Chase, first; Beatty, second; Miller, third. Time, 2:40.

New London.

Half-mile open, amateur—C. Chandler, first; W. A. Bremer, second; C. Pierce, third. Time, 1:12.

One-mile handicap, amateur—A. H. Wolcott, 20 yards, first; William McNicol, 25 yards, second; E. M. Worden, 35 yards, third.

Chippewa Falls.

One-mile novice—E. F. Jenkins, first; Dudley Condit, second; Fred Smith, third. Time, 2:32½.

Half-mile, professional—B. B. Bird, first; A. J. Weilup, second; Ole Virum, third. Time, 1:05½.

Quarter-mile open, amateur—Nat McDougall, first; George Sudemeyer, second; Will Howie, third. Time, :30½.

Half-mile, amateur—Will Howie, first; Nat McDougall, second; Albert Miller, third. Time, 1:08½.

One-mile handicap—Nat McDougall, 25 yards, first; Emil Anderson, second; Fred Jenkins, third. Time, 2:18.

Two-mile handicap, professional—O. E. Virum, 185 yards, first; R. H. McCleary, scratch, second; A. F. Bingenheimer, 75 yards, third. Time, 4:39½.

Two-mile handicap, amateur—Nat McDougall, 35 yards, first; J. P. Burnett, 100 yards, second; Joseph Deering, 110 yards, third. Time, 4:36½.

Manitowoc.

One-mile novice—J. E. Gattstein, first; Hugo Pitz, second; G. W. Moore, third. Time, 2:45.

Half-mile open, amateur—Nat McDougall, first; Will Howie, second; E. S. Baer, third. Time, 1:17.

Two-mile handicap, amateur—J. E. Gattstein, 225 yards, first; A. M. Chandler, scratch, second; A. H. Walcott, 250 yards, third. Time, 4:46.

One-mile, amateur, Manitowoc championship—E. S. Baer, first; Clark, second; Pitz, third. Time, 2:44¾.

One-mile open, amateur—Nat McDougall, first; Will Howie, second; C. Gruis, third. Time, 2:33.

Five-mile handicap, amateur—Gruis, 40 yards, first; Chandler, scratch, second; Walcott, 375 yards, third. Time, 12:56.

Standing of the Circuit Chasers.

The following is a list of points secured by the riders on the Wisconsin circuit up to September 17:

Amateurs.

Name and residence.	Points.
E. W. Peabody, Chicago.....	26
Nat McDougall, Milwaukee.....	24
A. Muller, Milwaukee.....	21
A. M. Chandler, Waupaca.....	19
W. A. Bremer, Milwaukee.....	18
Will Howie, Milwaukee.....	9
Con Reinke, Milwaukee.....	6
A. Dutcher, Appleton.....	6
Ben Hinderman, Oshkosh.....	7
C. Weber, Weber.....	4
A. Burnett, Merrill.....	6
Milton Davis, Oshkosh.....	4
Eugene Fuller, Milwaukee.....	4
W. C. Guinness, Milwaukee.....	2
H. E. Lucia, Oconto.....	2
E. C. Lange, Fond du Lac.....	2
C. Shepard, Fond du Lac.....	2

Professionals.

O. E. Virum, Milwaukee.....	15
J. Bowler, Chicago.....	14
A. J. Weilup, Milwaukee.....	12
W. F. Sanger, Milwaukee.....	4
John Fisher, Chicago.....	4
A. F. Bingenheimer, Milwaukee.....	4
Anton Stoltz, Milwaukee.....	3
M. S. O'Brien, Milwaukee.....	1
Charles Muss, Milwaukee.....	4

OSCAR H. MORRIS.

ZIMMY WAS THE MAGNET.

Toledo, Ohio, Sept. 20.—Zimmerman was pre-eminently the magnet that served to attract from 3,000 to 4,000 people to Exposition track Saturday afternoon. Although he rode the exhibition mile, paced by tandem and triplet, in 1:53½, the old-time champion had more up his sleeve, and was so anxious to shatter the Ohio state record that he crossed the tape ahead of his pacemakers at the finish. Fred Schrein clearly and honestly won his match race with Barney Oldfield, though the latter made a vigorous protest that the pacemakers had carried the machine into the backstretch instead of quit-

ting at the three-quarter pole. The protest will hardly be considered. The race was run in mile heats, best two in three. Oldfield took the first, and Schrein captured the second and third heats. Times: 2:32, 2:33½, 2:19.

E. A. Moross, the Detroit amateur, rode a half-mile flying start in :55, going the quarter in :27¾. Frank B. Rigby and O. P. Bernhart, old-time Toledo champions, were scheduled for a match race, half-mile heats, best two in three, but quit with honors even, Bernhart taking the first heat in 1:09½ and Rigby taking the second in 1:17. Stanley Kepler, of Dayton, who leads the Ohio amateurs, came in ahead of the bunch in the mile and half-mile open for amateurs. J. S. Kepler, a brother, secured the one-mile open, Toledo championship, which was for the Brunswick silver trophy cup. Though records were not broken the sport was good and the finishes close and exciting.

Summaries.

Half-mile open, amateur—Stanley Kepler, first; Mike Hochstetter, second; James D. Brook, third; Worth Cummins, fourth. Time, 1:07.

One-mile open, professional—John Fisher, first; Glenn Willey, second; Archie La Jeal, third; P. J. McIntire, fourth. Time, 2:12.

Two-mile handicap, amateur—G. O. Hamilton, 140 yards, first; Geo. C. King, 150 yards, second; J. A. Hessberger, 200 yards, third; Geo. S. Swindeman, 220 yards, fourth. Time, 4:36.

Two-mile handicap, professional—H. B. Marsh, 40 yards, first; Charles Hofer, second; J. F. Esperon, 40 yards, third; Archie La Jeal, 80 yards, fourth. Time, 4:53½.

One-mile open, amateur—Stanley Kepler, first; Chas. S. Porter, second; John Schaffer, third; Jas. O. Clutter, fourth. Time, 2:26½.

One-mile open, Toledo championship—J. S. Kepler, first; Rem Nagely, second; Geo. C. King, third; G. O. Hamilton, fourth.

VANCE PRATHER.

RIPLEY'S RATTLING RACES.

Waverly, N. J., Sept. 18.—Bert Ripley, the pride of Newark, showed his superiority over the other Jersey cracks today by winning three out of four of the state championships that were on the card of the race meet of the New Jersey state division of the L. A. W., at Waverly Park. Perfect weather, a good attendance and some

excellent sport rewarded the Atlanta Wheelmen under whose auspices the affair was conducted.

Ripley took the quarter, half, and one-mile championships, while Ray Dawson captured the two-mile event. This latter resulted in one of the prettiest finishes of the day, as six riders were almost abreast when the tape was crossed. Ripley made a game effort when the stretch was reached, but the other races had tired him and he quit before the finish. Dawson was picked as a winner, while Roome was second and Weller had to be content with the bronze medal.

A strong and well-timed sprint gave the first money in the mile open to L. A. Callahan, of Buffalo, while "Brother Charles" Murphy took the long green in the handicap. McFarland had no "Stevie" to aid him in this race, which may account for the fact that he failed to finish within the money, while he could but get a fourth in the open. Wells secured the first prize in the two-mile handicap, after a good fight with Hadfield.

Summaries.

Half-mile state championship—Bert Ripley, first; William Weller, second; W. C. Roome, third. Time, 1:10.

Half-mile handicap—H. C. Hedeman, 50 yards, first; John Ruel, scratch, second; W. C. Roome, scratch, third. Time, 1:08½.

One-mile open, professional—L. A. Callahan, first; A. I. Brown, second; F. F. Goodman, third. Time, 2:14.

One-mile state championship—Bert Ripley, first; Ray Dawson, second; W. C. Roome, third. Time, 2:10½.

Half-mile handicap, professional—C. M. Murphy, 50 yards, first; Joseph Harrison, 50 yards, second; F. F. Goodman, 30 yards, third. Time, 1:02.

Quarter-mile state championship—Bert Ripley, first; Ray Dawson, second; Walter Babb, third. Time, :33½.

One-mile open—Charles Schlee, first; Bert Ripley, second; W. A. LaDue, third. Time, 2:17½.

Two-mile handicap, professional—C. S. Wells, 120 yards, first; Charles Hadfield, 150 yards, second; A. S. Lee, 180 yards, third; Joseph Harrison, 150 yards, fourth. Time, 4:26½.

Two-mile state championship—Ray Dawson, first; W. C. Roome, second; William Weller, third. Time, 4:32½.

AL. REEVES.

HATTERSLEY IN TROUBLE.

St. Louis, Mo., Sept. 19.—The first bomb from the racing board fell in

the local amateur racing camp this last week in the shape of a suspension for one of the brightest lights, Fred Hattersley. It appears that Hattersley entered for the Sedalia, Mo., races, went there, asked to be excused from racing, which was granted, went to Springfield, Mo., and raced on the same date as the Sedalia races, which made the Sedalia promoters angry, as they state they excused Hattersley on the plea of sickness, but Hattersley claims the excuse was granted on account of the poor condition of the track, it being such that he was really afraid to ride on it. Incidentally, the non-payment of a \$2 entry fee appears as a factor in the suspension, as this very essential feature had been overlooked in making the Sedalia entry. An effort was made to have the suspension raised so that Hattersley could ride in the A. A. U. championships yesterday, but unsuccessfully. Hattersley is very anxious to have the matter settled, as he is well up in the percentage table for the Republic's championship medal, and fears to forfeit his chance.

W. P. LAING.

NEW YORK'S NEW BOULEVARD.

New York City, Sept. 20.—The wheelmen of Brooklyn turned out in force on Saturday to celebrate the opening of the new Eastern Parkway boulevard. It has been undergoing repairs during the past six months, but is now a credit to the city and a paradise for riders of the wheel. About 5,000 cyclists were in line and the parade was reviewed by Mayor Wurster and Park Commissioner Dettmer.

Lieutenant-Governor Timothy L. Woodruff was the grand marshal, while his staff was made up from the most prominent cyclists of the city. Police escort on bicycles led the column, followed by the grand marshal and his staff. Then came the couriers, a band mounted on wheels,

and the clubs. The military organizations and out-of-town clubs followed. The prizes for the best appearance and other features will be awarded next week.

A. R.

WILLOW GROVE AFTER RECORDS.

Philadelphia, Pa., Sept. 20.—Willow Grove track will in the near future be the scene of some of the greatest record-breaking trials ever attempted in this country and before the snow falls the now famous wooden course has every prospect of holding many world's records. With almost unlimited capital behind it, the Union Traction Co. intends making the track the leading course in the world and has decided to spend money to gain the desired end. Arthur Gardiner's mile in 1:39 $\frac{3}{4}$ at the national meet and the performance of H. G. Gardiner, yesterday, who broke the world's amateur paced record for the same distance, creating a mark of 1:43 $\frac{3}{4}$, proves conclusively that the track is a world beater, and with favorable weather conditions and good pacing, little difficulty should be encountered by the crackajacks in supplanting many existing records.

Through O. S. Bunnell, the Willow Grove management is already negotiating with several fast men including McDuffie, Michael, Lesna, and Arthur Gardiner, to rendezvous at Willow Grove for a short season. Most liberal terms are offered and no limit placed as to pacemaking arrangements. McDuffie is the first to accept and early next month he will leave Boston for this city. McDuffie writes that he will bring three sextuplets and a number of other multi-cycles and if successful will finally bring all his available machines with him. McDuffie is said to be negotiating for men to man his machines and has already secured a number of local riders. Starbuck has also been approached and will probably go for some of the unpaced marks. Star-

buck has severed his connection with Dixie Hines and is now being looked after by O. S. Bunnell. In his trials, Starbuck will use the chainless wheel, three of which are now being built for him. G. M. D.

COOPER WINS A MATCH.

Albany, N. Y., Sept. 21.—That Tom Cooper is once more rounding into form was demonstrated today when the Detroit man beat both Bald and Gardiner in a match race for \$1,000. It took three heats to decide the race, Bald winning the first heat easily in 2:31. In the second heat Cooper caught the pacemaker and at

the last quarter made a jump and gained a lead of ten yards coming into the stretch. Gardiner and Bald chased him and finished a length to the bad, Bald being a wheel back of Gardiner. Time, 2:26. In the third heat the order back of the pacemaker was Cooper, Bald, Gardiner. At the last quarter Gardiner tried to make a sneak, but Cooper caught on and fifty yards from the tape went by Gardiner and won the heat by a length. Bald quit and rode the last twenty-five yards sitting up. The heat was ridden in 2:36½.

F. E. S.

THE INDIANAPOLIS CYCLE PATH

Indianapolis, Ind., Sept. 20.—The officers of the Indianapolis Wheelway League have not been saying much, but that they have been hard at work is evidenced by the progress made in the system of bicycle paths undertaken by the organization. Their energies are now being expended toward the construction of the path north-east to Millersville, a distance of ten miles, and despite numerous obstacles two miles of the path will be completed in a week or so. The committee in charge of this work has found some difficulty in securing leases to desirable land, but now has the right of way to most of this.

The portion of the path being completed now is in Hammond park. This is about midway between Indianapolis and Millersville, the objective point, and the reason for this portion being completed first was that Mr. and Mrs. Thomas C. Hammond, the owners of the ground, were the first to give a lease to the league, and were the most liberal in terms. A strip twenty feet wide has been leased there, extending two miles directly along the bank of Fall creek.

It passes through one of the prettiest woodland scenes in Marion county, and will make a most attractive addition to the path system. Directly north of the park it becomes necessary for the path to cross the creek owing to natural obstructions, and a bridge will be built there. This can not be done before spring, and the remainder of the fall will be devoted to constructing the south end. It is expected that at least three more miles of this will be completed for use in the early spring. The plans call for the path to follow the course of Fall creek to a point where a connecting path may be built running from the Broad Ripple path.

The Broad Ripple cinder path has been pronounced to be as pretty as any in the country, but it is said that the Millersville path will surpass it for natural scenic beauty. The cost will be considerable more than the Broad Ripple path, owing to the fact that the old tow-path was utilized as the roadway of that path, while an entirely new path will have to be constructed for the Fall creek route.

M. S.

616 MILES IN TWENTY-FOUR HOURS

**Cordang, the Dutchman Whom Huret Told to "Go and Get a Reputation,"
Accomplishes a Most Wonderful Ride on the Crystal Palace Track,
London—History of This Interesting Record**

London, Sept. 17.—[Special cablegram to Bearings.]—England has regained another one of her favorite records and the twenty-four-hour figures are again in the possession of the N. C. U. On the Crystal Palace track today Cordang, the Dutchman, completed a twenty-four-hour ride, at the close of which he had 616 miles, 340 yards to his credit, an average speed of twenty-five and three-quarter miles an hour. He did not stop at the end of the twenty-four hours, but continued on for the 1,000-kilometer (621 miles 674 yards) record, which he succeeded in annexing in 24:12:21 $\frac{4}{5}$. Cordang was magnificently paced and rode 319 miles, 600 yards in twelve hours, which is also world's record.

C. W. HARTUNG.

[Cordang, it will be remembered, is the well-known Dutch long-distance man, who was defeated by Constant Huret when he did his 565 miles recently. Cordang was thought to have had a good show of beating the French crack, and for fifty miles made the baker boy ride at record speed. Just after the half century mark was passed a pacing quad fell and Cordang ran into the muss. He was injured and was forced to retire from the race. He immediately challenged Huret for another match, but the Frenchman told him to "go and get a reputation first" and then his challenge would be considered. This is just what Cordang has done and we can now expect a twenty-four-hour match between the two best long-distance men in the world.—ED.]

HISTORY OF THE TWENTY-FOUR-HOUR RECORD

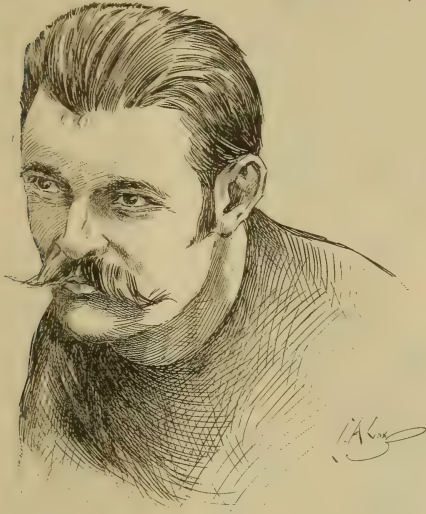
Every time the twenty-four-hour record is broken the cycling world pauses and exclaims, "When will they stop?" Judging from the way the foreigners keep on cracking the record, they do not intend to stop until every mile is done at a two-minute clip and the 725-mile mark passed. In 1893-4, when Shorland and Huret were fighting so hard for the coveted honor, people began to figure on catching and passing the record of the steamship, figuring that about 500 miles was as far as any man would ever ride in the journey twice around the clock; but since that mark has been eclipsed they have

given up guessing and wonder when the cyclist will stop. The recent ride of Cordang, when he did over 616 miles, is still fresh in the minds of the public, who now look for some wonderful rider to pass 700 miles.

The First Twenty-Four-Hour Record.

The first twenty-four-hour record of which there is any record is the ride of F. V. T. Honeywell, an old English champion, who in April, 1870, rode 105 miles on the road in the twenty-four hours. At the time this was regarded as a most wonderful performance and the people began to consider the bicycle as a speed machine. Indeed the fact that a cyclist

had beaten a cab was chronicled in the daily papers. The next ride of note was on May 27, 1874, when H. S. Thorpe rode from Hertford to Coventry, England, and back, 164 miles, in 22:55:00. This was not eclipsed for two years when, on September 2, 1876,



CORDANG.

Frank Smythe and W. E. N. Coston, of England, rode from Lynn to Wiesbach and back eight times, doing 205 miles in twenty-two hours. Two years later, on September 11, Smythe rode 208 miles on the road near Wiesbach.

On September 30, 1882, W. Snook, also an Englishman, rode the 214 miles from London to Bath and back in twenty-four hours. On August 16, 1883, J. W. M. Brown raised this to 255 $\frac{1}{4}$ miles on the road around Lynn and Long Sutton. The same year, on October 13, W. F. Sutton did 260 $\frac{1}{4}$ miles on the road.

The First Track Record.

For eight years this record stood, and then Montague A. Holbein, the famous English long-distance man, turned his attention to the record, and on the well-known Herne Hill track on November 19, 1891, did 361

miles, 1,446 yards, being the first man to ride over 300 miles in twenty-four hours. This ride attracted considerable attention in America, and on June 10, 1892, Frank Waller, then unheard of in cycling circles, took a crack at it on a California track. Poorly paced and poorly looked after, the Dutchman did 363 miles, 1,590 yards. July 8, of the same year, F. Ed. Spooner, the well-known correspondent, tried his luck on the Parkside track, Chicago, and raised the figures to 374 miles, 1,605 yards. He held the record for just twelve days, when America lost her hold, and since that time has been unable to produce a man who could beat the foreigners



M. A. HOLBEIN.

at the long-distance game. Stephane, a Frenchman, took the record away from Spooner with 392 miles, 176 yards. But his glory was short-lived, for on July 22, just two days later, the first Cuca cup twenty-four-hour race was run in England, and the redoubtable Frank W. Shorland appeared on the scene, winning the race and putting up the fine score of 413 miles, 1,615 yards. He rode a geared ordinary, and the race was the sensation of the year in cycling circles. Stephane wasn't satisfied to let things go this way, and on September 14, 1893, he regained the record,



F. W. SHORLAND.

and put it at 421 miles, 1,615 yards. The record stood through the winter until the next Cuca cup race, when Shorland, this time on a safety, again won the race, and raised the figures to 426 miles, 440 yards. In this race, F. T. Bidlake, on a tricycle, did 410 miles, which is still the record for this type of machine. On September 18, of the same year, Luciën Lesna regained the record for France, doing 433 miles in competition.

Huret Gets the Record.

The next year the French twenty-four-hour race, the Bol d'Or, was instituted, and Constant Huret was brought into prominence when he won the race and broke the record, doing 457 miles, 1,612 yards. But Shorland was still in the field and in

the third Cuca cup race took the record back to its old home winning the race and the magnificent cup with a score of 460 miles, 900 yards. In the second Bol d'Or, Huret again came to the front and landed the race and record, doing 514 miles, 750 yards. This race was run June 20, 1895. On September 13 of the same year, Huret again smashed it, in a race at Bordeaux, raising the figures to 529 miles, 585 yards. July 3, 1896 Rivierre won the Bol d'Or and the new figures he created were 533 miles, 1,463 yards. This made the old man famous and he was picked to beat Huret, who was then regarded as invincible. The two men came together in a race at Paris on October 16, 1896, and Huret "ran the legs off" of the

old man and raised the ante to 545 miles, 1,310 yards, at which it stood until August 14, 1897, when Huret, Cordang, and Rivierre met in Paris and Huret did 565 miles, with Rivierre second. Cordang, who was much fancied, fell at fifty miles. As noted above, he wanted a return match with Huret and was told to go and do something first. He has done it, and with a record of 616 miles, 340 yards to back him up, he can now compel the Frenchman to come to terms.

The American Record.

America has had but two men who can boast of having held the record. Since Spooner lost it the interest in long-distance records has waned somewhat and no American has been found capable of matching the foreigners at this game. On August



LUCIEN LESNA.

10, 1894, A. A. Hanson did 376 miles, 466 yards, at Minneapolis, and on



CONSTANT HURET.

July 6, 1895, B. W. Twyman did 407 miles at Louisville. On August 16 of the same year, Louis Gimm broke



FRANK WALLER.

Twyman's record and did 452 miles, 1,715 yards, at Cleveland. In the twenty-four-hour race at Chicago last fall Gimm broke his own record, placing the figures at 486 miles, 1,151 yards where they still stand.

Records Past and Present.

The following table shows the progress of this interesting record from 1870 to the present day:

Distance. Mls. Yds.	Holder.	Country.	Date.
*105	F. V. T. Honeywell	England	April, '70
*164	H. S. Thorpe	England	May 27, '74
*205	{ F. Smythe and W. E. N. Coston }	England	Sept. 2, '76

Distance. Mls. Yds.	Holder.	Country.	Date.
*208	Frank Smythe	England	Sept. 11, '78
*214	W. Snook	England	Sept. 30, '82
*255	440 J. W. M. Brown	England	Aug. 16, '83
*260	440 W. F. Sutton	England	Oct. 13, '83
361	1,446 M. A. Holbein	England	Nov. 19, '91
363	1,590 Frank Waller	America	June 10, '92
374	1,605 F. Ed. Spooner	America	July 8, '92
392	1.6 Stephane	France	July 20, '92



LOUIS GIMM.

Distance. Mls. Yds.	Holder.	Country.	Date.
413	1,615 F. W. Shorland	England	July 2, '92
421	1,615 Stephane	France	Sept. 14, '92
423	440 F. W. Shorland	England	July 22, '93
433	Lucien Lesna	France	Sept. 18, '93
457	1,612 Constant Huret	France	June 26, '94
460	900 F. W. Shorland	England	July 28, '94
514	750 Constant Huret	France	June 20, '95
529	585 Constant Huret	France	Sept. 13, '95
533	1,463 G. Rivierre	France	July 3, '96
545	1,310 Constant Huret	France	Oct. 16, '96
565	Constant Huret	France	Aug. 14, '97
616	340 Cordang	England	Sept. 17, '97

*Road record.

C. G. SINSABAUGH.

EDITORIAL

BICYCLE TRADE SWINDLERS AT WORK.

Bearings, in protecting the bicycle trade, and in exposing persons engaged in that business to the injury of the trade, in volume XVI, number 3, under the head of "Trade Letters," published an article showing that three persons named Russell, Groom, and Ruffhead, by swindling methods, defrauded at least three bicycle manufacturers in Toledo; and Bearings has good reasons to believe that the same trio attempted to swindle other manufacturers of bicycles and bicycle sundries. Several days ago Bearings received a letter from a New York attorney, stating that one William H. Ruffhead claimed to be the Ruffhead mentioned in that article. He should know best whether he is that same Ruffhead or not. Bearings has no knowledge whether the christian name of the Ruffhead mentioned by it was William H. or not. In his letter the lawyer asks for a retraction by Bearings. The following letter of our attorneys to the New York attorney is the answer to his letter:

Our client, the Bearings Pub. Co., has handed to us your letter to them of August 30 in reference to an article published in Bearings, volume 16, number 3, together with Bearings containing that article, and very extensive information and reports connected with the publication of the same, and we are requested by the Bearings Pub. Co. to answer your letter. We therefore say to you as follows:

First: That the information in possession of Bearings leaves no room for doubt as to the truth of that publication, and

Second: That the name of William H. Ruffhead is not mentioned in that article by those initials.

Bearings has sufficient proof, however, to repeat to you that one Russell, one Groom, and one Ruffhead, are the parties who have defrauded several bicycle manufacturing concerns in Toledo and other places; and your client must know best whether he is the Ruffhead to whom we refer. If he is not the party about whom we have reports he certainly can not be injured thereby.

For reasons herein above given we have advised that Bearings need not publish a retraction of that article, as it would be inconsistent with the information in its possession, and Bearings, therefore, declines to retract.

Bearings from its first publication has at all times protected the trade from imposters and frauds of every description, and that policy it intends to continue hereafter.

LOW GRADE STOCK BECOMING SCARCE.

As the '98 season approaches, the makers of cheap bicycles are finding it difficult to secure enough low-grade stock for the manufacture of machines to fill their orders and indications point to a probability that for a time at least we have seen practically the end of the very cheapest grade of auction wheels. The enormous number of such machines worked off this year through department stores and auction houses has used up the bulk of the old stock worked over by the materials dealers for this especial trade and sold at a loss, and the stock makers are busy now on a

better grade of tubing and parts for next year's models, with the consequence that there is a general stiffening of prices throughout. The large jobbing firms engaged in assembling and distributing these third-grade wheels are suffering in consequence, having circularized the country thoroughly during the summer with offers of machines and frames at prices at which they can now hardly afford to dispose of them owing to the scarcity of material and the rise in prices. This is good news to the bicycle manufacturers and legitimate dealers generally, who will as a result find a better market for higher grade cycles next winter and spring.

CHANGES IN HANDLE-BARS.

By the very nature of things wheelmen are faddists—wheelmen, we mean, of the expert class, who keep thoroughly posted in everything pertaining to the sport and the trade, and know every local amateur by sight and every foreign professional of note by reputation, beside being well up in every improvement and change in cycle construction. Cycling itself is virtually a craze, and the wheeling enthusiast promises to be one of the dominant influences of the twentieth century. It seems to be a tendency of the times to develop fads, especially in America, where we lose our individuality in an inane effort to copy those who lead in the inconsequential matters of dress, manner, speech, and custom. Out of the west must some day come a keen student of character to perpetuate in prose and hand down to wondering posterity the true portrayal of the bicycle crank of the present decade. His will be a fruitful field, but he will have to use great care in order to avoid inaccuracies in the subject whereof he treats.

We might review briefly herein the rapid and successive changes in the fads affected by the admirers and imitators of the heroes of the race track but such is not the object sought. It is merely desired to call attention to the latest craze in handle-bars. Most persons, even observing non-riders, can remember the wide handle-bars of the last days of the ordinary and the early days of the safety. Twenty-four to twenty-six inches was no unusual width then, but the racing men, finding such extreme width objectionable on the track, the bars were materially shortened in '93 and gradually narrowed in succeeding seasons until the culmination in '96, when they attained a minimum width of sixteen inches and an amazing drop of nearly a foot. These were not confined to the track, but became prominent on the road, giving rise to the general newspaper discussion of the "bicycle hump." Now the year of 1897 marks a return to the wide bars, and many riders affect bars of twenty-two to twenty-four inches as the proper thing on the street and road.

On an ordinary safety machine and as a matter of personal preference, perhaps no criticism of the wide bar should be indulged in, but such extreme widths are dangerous on the track nowadays when it is common for the course to be crowded with large fields of contestants, and it frequently becomes necessary for the winner to free himself from a pocket by taking advantage of the slightest opening to slip between two other competitors. The wide bars, as many claim, may give greater control over the steering and afford a steadier gait, but this is hardly of enough importance on the track to offset the previous objection.

Wide bars on the road are not to be condemned, but, when used, as they so often are, in conjunction with the twenty-inch frames, twenty-six-inch

wheels, two, three, or four-inch heads, two to three-inch drop hangers, and inch and a quarter racing tires—all '97 fads—the effect is ludicrous in the extreme and gives rise to the common remark that “handle-bars are sold by the yard now.” “Why don’t you ride a man’s wheel?” is an inquiry frequently addressed to a rider of ordinary stature mounted on such a machine, and the remark, while impertinent and calculated to arouse some ire, is nevertheless quite pertinent.

THE BICYCLE IN WAR.

The results of the military cycling trip of the Twenty-Fifth Infantry from Fort Missoula, Mont., to St. Louis, Mo., last summer have been made public through the published report of the commander in charge, James A. Moss. The document is very complete and exact and

will be of much interest and value to touring cyclists as well as to army officers and soldiers. The trip was an experiment to test the utility of the bicycle as an adjunct to the army, and as such was a complete success, demonstrating the advantages and disadvantages of the bicycle under varying conditions and circumstances.

The United States army has been slow to recognize the worth of the bicycle in military operations. American bicycle makers and riders have long been convinced that the machines would prove especially efficient in courier work, reconnoitering, patrolling, and for the speedy transport of troops or detachments in cases of emergency. The authorities, however, with the exception of a few strong advocates of the wheel, such as General Miles, have apparently paid but slight attention to the possibilities of the bicycle as a military adjunct. The French and German, and even the Russian governments are way ahead of us in this respect, having been experimenting with cycle corps in military work for several years. It is not to be supposed that the bicycle can entirely take the place of the horse in the army, since, owing to their wholly different natures, each may be used to greater advantage than the other under certain conditions.

The bicycle is superior to the horse in that it requires less care and no feed, travels faster over fair roads, is less conspicuous and easily hidden from view, makes no noise and raises less dust; moreover, its track does not betray the direction in which it is moving and the fighting strength of the bicycle corps is not weakened by “horse holders.” Says Captain Moss, in summing up his conclusions:

A bicycle corps as an adjunct to infantry or cavalry could render excellent service where speed rather than numbers is required, such as taking possession of passes, bridges, and strong places ahead of the command and holding them until re-enforcements could be got from the main road. On the other hand, in rainy weather, over bad roads, etc., the horse is superior.

The very thought of the bicycle doing away with the cavalry altogether is ludicrous. Each has peculiar functions of its own—a particular field in which under certain conditions the one is superior to the other. The question, therefore, which confronts us is: Should not a modern, up-to-date army have both, that it might avail itself of the advantages of the one or the other, as the proper conditions present themselves.

The marvelous performance of Cordang, who rode no less than 616 miles, 340 yards in twenty-four hours, is something that is almost beyond comprehension. Cordang is the Dutchman whom Huret told to get a reputation before demanding a match race. The Frenchman had ridden nearly 565 miles

in twenty-four hours. Now that the rider from Holland has ridden considerable more than fifty miles farther than Huret, it is possible that the latter will admit that his rival has a reputation. Had Cordang beaten the record by only one or two miles, however, it is likely that the Frenchman would be more willing to admit his riding ability than in the present case. Cordang's performance averages a trifle less than twenty-six miles an hour for the entire twenty-four hours. Besides being born a Dutchman, Cordang received his business education in a barber shop, and followed the trade of shaving for a living until he adopted cycle racing as a profession. It is openly stated that his ability at long-distance work was first developed in a conversational way, and that it was only after fully developing his tongue that the young Dutchman paid any attention to his legs. The rider is still a young man, being at present twenty-three years old. Previous to joining the professional ranks he established himself as amateur long distance champion of Holland.

In 1895, in speaking of Jimmy Michael, the Cyclist Year Book (English) said: "Possibly a good deal will be heard of the little wonder in 1895, but he has undoubtedly, good as he is, begun his racing career too early." We wonder if Mr. Sturmev is still of the same opinion.

The Canadians want to run a match race between the Canadian and United States professional stars to decide the championship of America. We fail to see the necessity for this, Kiser and Bald are the only ones eligible to fight for that honor.

Lesna's motto is said to be: "If at first you don't succeed, try, try, again." If Michael rides as fast next Saturday as he did last week, Lesna will have to break records to be the first man across the finishing tape.

There is joy in Boston this week and good old "Pop" Bassett is strutting around as proud as a peacock. The League of American Wheelmen has passed the 100,000 mark!

The French long-distance champion must have felt Hur(e)t when he heard of Cordang's new twenty-four-hour record.

A brief sketch of the twenty-four-hour record: 1870, 105 miles; 1897, 616 miles; 1900, ?



It is with pleasure that we this week present a Palmer diamond in the person of Charles M. Ertz, the national mile amateur champion.

Ertz, in winning the championship most highly prized by amateurs, did something he was not expected to do.

The knowing ones had picked Peabody or Powell for that honor, but Ertz had planned otherwise. He entered the event confident of winning, and the result justified his confidence.

The picture shows him to be a pretty determined looking fellow, and he needed all his determination and con-



fidence to win against such an aggregation of stars as were gathered at Philadelphia. He, like his illustrious fellow diamonds, rides Palmer tires.

The road is the place to test a tire's durability, as the following letter from Louis M. Mier, captain of the Rutherford (N. J.) Cyclers, will show:

"I rode Palmer tires fitted to my Peerless Blue Bird on the triple century run of the Rutherford Cyclers, Sept. 5 and 6, of which I had charge, and paced the whole distance, thus picking out the road for the 92 riders.

The roads were in a very bad condition—very dusty, stony, and rocky—yet I came through without a puncture—a marvelous thing.

The punctures that occurred on the run were greater than I ever saw on a century run, the roads being so bad.

To look at my tires you would scarcely credit that I had ridden the distance, for the tires are in very good condition after such usage.

I have never used faster or easier riding tires than the Palmer during my whole bicycle experience, and I have ridden the wheel for over 26 years, and have tried, I think, all the various makes of tires, but to my mind Palmers are the best, for not only road riding but racing.

"I shall continue to use them."

IMPERFECTION vs. PERFECTION

A tire that gives no trouble should be preferred to one that does.

A lively and resilient tire should be preferred to a dead tire.

A fast tire should be preferred to a slow tire.

A durable tire, if it is fast and resilient, should be preferred to a short lived tire.

A troublesome tire is an expensive investment, no matter how cheap in price. The Palmer tire gives no trouble.

A dead tire reacts upon the wheel maker, for it causes the bicycle to run hard. A Palmer rider rides conscious that the Palmer tire is the liveliest tire made.

A slow tire wastes the energy and robs the rider of half the pleasure of cycling. The Palmer tire is unequalled for speed.

No other tire is the equal of the Palmer in wearing qualities, although the life of any tire depends much upon the rider.

A critical analysis of all tires shows so many points of superiority in the Palmer that no maker or dealer can afford to discriminate against the Palmer simply because its price is high-r.

Cycling Life gives, in its last week's issue a practical illustration of the utter worthlessness of the department-store bicycle. The article and its drawings ought to be reprinted on a large card, in colors, and hung upon every dealer's wall.

A rider is represented as purchasing a wheel for \$28.57.

The first day the mounting step was broken, and within a very short time breaks and defects had appeared in every vital part of the bicycle, ending in its total collapse.

Unfortunately, we are left in the dark regarding the tires with which the wheel was fitted. Possibly out of deference to, or charity for, those tire makers who cultivate the d. s. trade, Cycling Life abstained from any mention of tires.

The Palmer tire is the only tire not found on department-store bicycles.

James Brown, says the Washington Star, threw a broken bottle on the street remarking at the time:

"There goes a puncture for somebody."

He did not deny the charge when brought before Judge Mills, which led the latter to say:

"In view of the testimony in the case, I think I will puncture your pocket-book to the extent of \$20, and if you do not pay, you can go to the workhouse for sixty days."

Edward O. Kragness, of the Olympic Club, San Francisco, is one of California's star road riders, who has been particularly fortunate of late.

On Sunday, September 12, Kragness (on a White fitted with Palmer tires) lowered the Oakland-San Jose record eight minutes, covering the 43 miles in 2:05:40. Kragness picked up a nail en route, but, as is usually the case with Palmer tires, mended the puncture without unnecessary delay.

Kroetz and Kingsley, on a Rambler fitted with Palmer tires, started and finished with Kragness, getting the tandem record. Both these records are much prized by California cyclists, and Kragness, Kroetz, and Kingsley are to be congratulated on their fine riding.



CORDANG
(THE BARBER)
TRIMS UP THE
TWENTY-FOUR-
HOUR RECORD



HAMILTON TAKEN INTO
CAMP BY STARBUCK



EVENTS OF THE WEEK



COOPER WINS A
MATCH RACE

CHARLES ALIX



AREHD WINS THE
CHAMPIONSHIP OF EUROPE



KISER STILL THE
LEADING MATCH
MERCHANT



MICHAEL SHOWS
LESNA AND McDUFFIE
THE WAY ACROSS
THE TAPE

ALBANY

Seamless Steel Tubing

Equal in grade and quality to any bicycle tubing in the world. ♣♣ Made with the most improved machinery—hydraulic power benches and every modern equipment required to produce the best obtainable high carbon tubing.

UNIFORM IN THICKNESS.
PERFECTION IN FINISH.

An abundance of natural gas—nature's free fuel—flows from our own wells and contributes its share to the quality and economical drawing of our finished product.

Capacity, 6,000,000 feet per year.

Write for prices and samples.

ALBANY MFG. CO., - - Albany, Ind.

Mention Bearings

TRADE

TRADE LETTERS

TOLEDO TRADE TOPICS.

**"Tubes, America, Limited" Is All Right—
The Business Outlook Is Good—Sam
Snell in England.**

Toledo, Ohio, Sept. 20.—Certain parties in Toledo who guide the destinies of a local paper, and who hold at the same time the controlling interest in a rival tube company, are seeking without reason to discredit the stories of the consolidation of the American Weldless, the Ellwood, and the Greencastle tube industries, and to persistently publish statements that "Tubes, America, Limited," is far from being consummated. Letters received from Edward Warwick, who is now in England, staying for the present in Birmingham, and which were shown the writer one day last week, entirely disprove anything that may be said adversely to the combination. Writing under date of September 4 to Secretary E. W. Gage, of the American Weldless plant, Mr. Warwick says that things are shaping right for a settlement shortly, and adds confidently: "I will let you know immediately I know definitely of the terms of settlement." It may be possible that some changes may be made in the arrangements as originally proposed, and it has seemed to some that it required an unusually long time to close up the deal. In America business transactions like this would be rushed through within a very brief time, but as a rule Englishmen are unusually conservative and they are remarkably slow in their business methods. Nevertheless, it is not to be supposed on this account that the terms of the transfer as originally proposed are to fall through. By this time Mr. Warwick has had full time to explain the workings of the three industries and to show to the prospective purchasers the business and profits which accrue to the tube industry. If the syndicate is formed, and there is no reason why it will not be, the announcement will only be confirming what has been said by

Messrs. Warwick, Snell, and others for weeks past. Inquiries are pouring into the company for '98 supplies in great quantities and last week an offer for 40,000 pairs of fork sides was declined simply because the terms were not satisfactory.

Will Run All Winter.

Now that work has been started by the Toledo Tube Co. it is proposed to keep the plant in continued operation throughout the winter season on the manufacture of fork sides, rear forks, etc. La Monte Bateman, who is general manager of this company, makes the assertion that the Merwin-Jochum-Worth Co., of New York, has closed a contract with his company to handle its output for next season. Merwin-Jochum Worth are manufacturers' agents who will receive the goods in consignments as fast as turned out. Arrangements were in progress all of last week for the resumption of work in the plant and it is now in excellent shape for an early start on the '98 product.

Wood Buys the La Fave Clip Patents.

Late in the week a deal was closed whereby H. D. Wood, a well-known and substantial business man, secured absolute control of the entire stock and patents of the La Fave Clip & Handle-Bar Co. This business has for the season of '97 been conducted by August Wolpert. The latter had been conducting and managing the business for the inventor, Joseph H. La Fave, and through the merit that the device contained has made a wonderful success of it from the very start. It has not yet had a full season's run, but the indorsements it has received at the hands of the trade have proven conclusively to Mr. Wood that it can be made a wonderful money-maker. It is said in this connection that Mr. Wood has had his eye on the La Fave clip for some time and made the old firm an offer only after a careful examination into the merits of the patent. It is announced that he will at once remove the plant to the Chandelier building, on

IT'S A GOOD PLAN TO BE ON THE RIGHT SIDE OF THE MARKET

Jobbers and dealers looking for "good things"
for '98, will find it to their advantage to take
a look at

OUR NEW MODELS OF MARCH-DAVIS

and Admiral bicycles on exhibition in room 800,
Isabella building, 46 Van Buren street, Chicago.

MARCH-DAVIS CYCLE MFG. CO.

Factory, 44th and North Aves., Chicago.

47 Warren St., New York.

Mention Bearings

56



Light
and
Resilient.
Practi-
cally
Puncture
Proof.

LESNA ON.....

CHASE TOUGH TREAD TIRES

Has broken all American records 3 to 30 miles.
All world's competition records 3 to 25 miles.

Made by L. C. CHASE & CO., Boston.

Branches: NEW YORK, CHICAGO, PHILADELPHIA, BUFFALO, SAN FRANCISCO, LONDON.

Mention Bearings

Jefferson street, and will add a nickel-plating plant, which branch of the business is to be carried on here in Toledo hereafter.

Changes in the Oak Cycle Co.

Changes have recently been made in the plant of the Oak Cycle Co., on the East Side, and the former manager of the industry, W. Nelson Boyle, has dropped out of the business, apparently for all time. For two weeks or more the institution has been known as the Co operative Cycle Co., and the apparent heads are W. L. Dildine, B. C. Gray, and Henry Conselyea. All three are bicycle workers of experience and are just now engaged in building wheels on order and in repairing. Last year Mr. Dildine built the Gold Star wheel at the corner of Monroe and Ontario streets, and it is proposed to call the present wheel the Silver Star, though it will not be made on an extensive scale. The force is small, so the output will be quite limited in consequence. The projector of the Oak company, A. J. Rummel, still retains control of all machinery in the plant.

The Bicycle Business Improving.

C. N. Bishop, who is a member of the traveling staff of the Toledo Metal Wheel Co., was at the factory last week after a successful trip on the road. He has been in New York and in the far eastern states, and is positive in the assertion that business is getting better every day, especially in the bicycle line, and that it seemed to improve more and more the farther he traveled west. He left late in the week for Cincinnati and other points.

Snell Men on the Road.

Several familiar faces were missed out at the plant of the Snell Cycle Fittings Co. last week. J. R. B. Ransom was in Elyria, Geo. E. Curtis was in the east, Leander Fisher was in Cincinnati, Columbus, and in other Ohio towns, and H. J. Thompson, who carries a line of the Co-operative Drop Forge Co.'s line of fittings, pedals, hubs, and handle-bars, was in the smaller manufacturing centers in northern Ohio, including Elmore, Clyde, and Defiance. M. E. Meader will go out with a line of the Snell wheels just as soon as his '98 samples can be arranged.

Colton Surprises Promised.

An air of independence seems to pervade certain of the industries in Toledo, notably the Colton Cycle Co. This plant has just finished a special order for 500 wheels, all of which have been sent out, but on Friday other orders came for the shipment of 100 wheels to an eastern distributing center and another fifty to a southern dealer. Man-

ager Colton said he could hardly fill these orders unless given two weeks' time. If the parties can't wait that long the orders will be canceled, for the Colton plant has literally been cleared of every '97 wheel turned out. Some surprises are promised for admirers of the Colton wheel, and the '98 ladies' pattern will be found to be one of the best at \$50 that money can produce. Descriptions of the '98 models are to be given out shortly.

Aldrich Becomes Columbia Manager.

Changes have again been made in the Columbia store, and although the agent for the '97 season, Charles R. Bowman, has not relinquished all his interests, he has turned the management over to Thomas Aldrich, who has been associated with him. It is very probable that Mr. Bowman will retire from the bicycle business for good because of his numerous other interests, though it can not be stated for a certainty that Mr. Aldrich will manage the agency for next season. It is not through any business reverses or lack of patronage that Mr. Bowman retired from the agency but rather a desire to look after other ventures that he is engaged in about town.

Burwell's Story of the Brazing Pin.

It has always been a hobby with George A. Burwell, superintendent of the Toledo factory of the Lozier group of cycle plants, to note carefully every little detail in the construction of a wheel, since it is not to be disputed that this is what makes a safe cycle possible. The brazing pin is a small but very important article, and it serves its purpose in cycle construction just as much as any other part of the wheel. Mr. Burwell tells a little story about this pin, nine-tenths of which is thrown away. Mr. Burwell said: "Each part of a bicycle has its particular mission to perform, one supporting another, and should one prove defective another must surely fail to answer its purpose. The brazing pin is rather an insignificant looking thing, being merely a piece of straight wire $\frac{1}{8}$ -inch or thereabouts in diameter and perhaps $1\frac{1}{2}$ inches long. Nine-tenths of the whole pin is cut off and thrown away after the frame is brazed together. Still, if the frame is not pinned right in assembling, it can not be expected to be in alignment. A frame that after being brazed is twisted out of shape must be tortured back into position, and almost invariably this will throw up a corrugation at its weakest point. The frame can not, of course, go out in this shape, and the corrugation is hammered and filed back into position, the result being a thin spot; just how thin can not be told without cutting

the tube in two. Thousands of bicycles have undoubtedly broken down at these thin spots, so that the brazing pin, though small, is of considerable importance, after all."

James W. Gilson, of the Hartford Rubber Works Co., of Hartford, Conn., was in the city early in the week telling the manufacturers of the many sterling features in the construction of the Hartford tire.

Standard Tube Co. Sold.

Announcement was made one day last week of the sale of the stock and machinery of the Standard Tube Co. by the Midland Steel Co., of Muncie, Ind. It is said the consideration was something like \$17,000. The transfer was made at sheriff's sale and is quite satisfactory, though it is stated that the consideration is subject to a chattel mortgage for \$8,000 held by the Toledo Machine & Tool Co. The Standard company seems to be having its ups and downs, since a recent suit has been brought against it by Charles M. Fairchild, who seeks to recover \$8,400 borrowed money. In his petition Mr. Fairchild asserted that all the property has been sold under execution, but that V. M. Hill and E. J. Marston are stockholders, and that the action is brought to enforce stockholders' liability.

What Samuel Snell Is Doing.

Though but very little has been heard from Samuel Snell since he sailed for England, the E. P. Breckenridge Co. has a cablegram from him that shows him to be in the bicycle and sundry business as much as ever. As announced some weeks ago, Mr. Snell has opened an office in Birmingham for the sale of wheels, wheel parts, and sundries, and will at the same time look after the interests of the Snell Cycle Fittings Co. on that side of the water. He sent the cablegram to the Breckenridge people last week, asking lowest terms on 10,000 Imperial and Light Weight lanterns, so it is inferred that he means to go into the foreign market with a vengeance. H. W. Breckenridge, who manages the lamp department of the Breckenridge plant, is away on a fresh-air outing in New Mexico, and on his return will stop in Denver, Kansas City, and St. Louis to take up lamp business. About October 1, he will go to New York, in company with K. S. Breckenridge, to look after the exporting and jobbing trade. Samples of the Imperial, Light Weight, and of the new lantern, the Klondike, are being prepared for the '98 season, and it is announced that the tools will be ready in two weeks for the manufacture of all the new patterns.

Looks Like Better Times.

If any doubts exist in the minds of certain

of the bicycle manufacturers that the industry is "going to the dogs," they should be silenced and dispelled for all time to come by the announcement sent out from the Toledo Metal Wheel Co., whose entire output of Cupid juvenile wheels is being sought by London parties of wealth and standing for distribution throughout the United Kingdom. This line has but recently been introduced by the Metal Wheel company, and is additional to the line of Favorite juveniles and tandems to be made for the '98 season. The London parties offer to take as many Cupids as the company can make, and according to President Southard the quantity asked for will be practically the entire output for the year for the United Kingdom. As an evidence of the extensive proportions reached by this company in its business relations, one mail last week brought orders for the shipment of wheels to London, England, and to Portland, Oregon. The same mail brought orders from as far south as Nashville, Tenn., and as far north as Duluth, Minn. Mails are growing more extensive and more bulky every day, and the inference is that the '98 season will be one of the heaviest in the history of the trade, notwithstanding the vague reckonings of some to the contrary. Mail orders were received at this plant in one day, Tuesday of last week, for the shipment of thirty-four juvenile bicycles, and these, too, at the rates prevailing earlier in the season, without discounts. If these combined conditions do not indicate a bright future for the industry then it is not possible or reasonable to expect any element of success at the hands of the trade for the forthcoming year. VANCE PRATHER.

ENGLISH TRADE NOTES.

Another New Gear on the Market—The Humber Circular—The Acetylene Lamp Described.

London, Sept. 11.—There is a rumor of another new gear which is to revolutionize the trade. It is said that it is very fast, and that it was used on a recent road record expedition. This, however, is poor evidence. What does the dynamometer say? The paid rider will shape his opinion to suit his customer, providing that the price is sufficiently high.

Humber & Co., Ltd., have issued a circular stating that so far as their best machines go, there will be no reduction in price. They comment upon the fact that it has never been denied that a fairly good bicycle, good so far as its actual running and wearing qualities are concerned, can be made to retail at \$75, and they remark that for

years they have manufactured such machines. They, however, remark that where the best of everything, including finish is required, a much higher price must be paid, and that so far as their Beeston products are concerned, there will be no reduction next year. They liken the cry for cheap cycles to that for cheap trousers; you can buy very fair wearing samples of the latter for a couple of dollars, but that fact has not injured the sale of high-class unmentionables at \$15 a pair.

Trying the Acetylene.

I have been experimenting with the new acetylene gas lamp, which the Bon-Accord Gas Co. has just placed upon the market. The light given is remarkably good, in fact superior even to the best electric lamp I have yet tried. The total weight of the apparatus is about the same as that of a really serviceable oil lamp, and the advantages are that it can not jolt or blow out. So great is the resistance to the effects of wind, that the front glass of the lamp may be thrown open while the rider is going at a high speed without causing the flame to be extinguished. The gas is generated in a tube closely resembling a long inflater and carried on the diagonal of the machine. This tube contains an inner chamber and a cage to hold the carbide of calcium. When water is added, the gas is immediately generated, and the lamp may be lit in a few seconds. The gas is conveyed to the burner by means of a small rubber tube. The drawbacks to the lamp are that it is somewhat more trouble to manipulate than an ordinary oil one, but this work is considerably less than that of charging an electric lamp. The carbide of calcium can be placed in the tube or cage ready for use, and when the lamp is required, the necessary water can be poured into the outer tube of the generator. When first lit the lamp will "pop" somewhat, but there is no danger. If the tube be not applied to the generator before the water is poured in, the gas will be given off so fast that the water will approach boiling point, but will never reach it. The pressure in the generator is never more than the weight of the water, so that there is no fear of an explosion taking place from the overproduction of the gas, as should it be generated faster than it is required, the excess will bubble up through the water, and will escape at a small hole in the top of the generator. I should add among the objections, however, that the smell is uncommonly bad, should any gas escape, although when burning, no odor is given off.

A tour round the principal depots points to the conclusion that this season has been

more remunerative to those agents who sell only high-class machines, and that those who last year did well with cheap mounts, are the ones who have had a bad time. As one prominent agent has remarked, "It does not pay to sell second grade machines, not because the profit is less, but because such articles soon disgust the customer, and so prevent a client returning year after year, which is what the agent desires." This is no doubt perfectly true, and I know scores of cases where people purchased cheap machines last year, which gave dissatisfaction, and are now buying or have bought first-class ones, but not from the agent they before patronized, as they look upon him as indirectly responsible for the trouble they have had with their last year's cycles, and blame him for selling rubbish which they would not have bought had they known a little more about the pastime.

Smaller Tires.

It is curious to note how the sizes of tires have become smaller and smaller since the pneumatic was first brought out. At one time 2 inches was a common size, and even $2\frac{1}{2}$ -inch was frequently seen on the road. Nobody who went in for any great amount of touring thought of using a tire less than 2-inch, but now very few machines are fitted with tires of more than $1\frac{3}{4}$ -inch, and next year there will probably be a still further reduction. I think that it is quite likely that $1\frac{5}{8}$ inch tires may be commonly used, while a great number of ladies' machines are being built with $1\frac{1}{2}$ -inch tires, which are, no doubt, quite large enough for light weights. At the same time, there is considerable danger of going back too much toward the small tires of the solid days. Surely, $1\frac{1}{2}$ -inch is small enough. Yet I hear that one company is about to bring out a tire of $1\frac{3}{8}$ -inch for ladies' machines. This is far too small for all but the best roads. The narrow tread mania is responsible for the desire to decrease tires quite as much as the craze for light weights, which, happily, now shows signs of abating somewhat.

C. W. BROWN.

SOME HINTS FOR EXPORTERS.

Consular Agent Carpenter Points Out the Way to Secure Trade in Bavaria—
Personal Solicitation Needed.

Washington, D. C., Sept. 20.—The question of supplying information to the manufacturers and exporters of the United States has grown to be such an important one, and the answering of the numerous inquiries as to the opportunities for the sale of American goods in the foreign

market and the best methods for introducing the same has come to involve such an enormous amount of letter writing, that Henry C. Carpenter, United States commercial agent at Furth, Bavaria, has been prompted to treat the subject in a general article to the State Department, thinking that thereby a great deal of time and no small amount of money may be saved to the manufacturer and a vast amount of labor to the consular officer. One ought to be an expert, and a very good one, too, in all the different lines of trade to accomplish the work which the United States consul is asked to perform outside of his official duties. Besides, much of the information wanted can not be obtained without more or less expense, which the officer in charge of the average consular post is hardly able to defray out of his income, and an inclosure to cover expenses is a rare thing in a letter asking for information.

Is a Hopeful Sign.

However, Mr. Carpenter is, for one, always glad to see these requests coming in. It is a good sign and shows beyond doubt that the manufacturers of our country are getting anxious for a wider market. And while it always delights him to see American goods sold in the German markets and to aid all in his power to this end, yet it is far from easy to decide in every case as to the right course to pursue and the best information to give to make success sure. To simply refer these letters of inquiry and lists of questions to the foreign dealer; to distribute ever so carefully among the people the vast quantities of circulars and general advertising matter sent there by our manufacturers, or to furnish to them lists of names of the foreign agents and dealers in the various lines of trade—all this is more or less a waste of time and money.

Are Consigned to the Waste Basket.

In the first place, the letters, circulars, catalogues, etc., referred to are written or printed in English and when they fall into the hands of the German dealer they very quickly reach the waste paper basket. Several months ago Mr. Carpenter wrote an article on the opportunities for selling American bicycles in Bavaria. The article went the rounds of the cycling press in the United States and in a very short time he had letters from a large number of manufacturers and exporters asking for lists of names of bicycle dealers in his district. In reply he sent them the names of all the responsible dealers he could find. After a few weeks he called on one of these dealers and inquired if he had ever received any communications from manufacturers of Ameri-

can wheels. The dealer said yes, a whole armful, but as they were all written in English he could not read them and had, therefore, consigned them to the scrap basket. This served to convince Mr. Carpenter of the folly of attempting to do business in a foreign country by correspondence, without at least putting that correspondence in the language of the country.

Why Agents Prefer Home Goods.

In the next place, agents, when secured wholly through the medium of correspondence, are not apt to be very valuable. While the foreign dealer will oftentimes consent to take the agency for American products, it is very seldom that he is found making any special effort to build up a trade in these goods. He carries a line of similar goods made at home which he does not have to pay for until sold, whereas the American goods he must pay for before they are put on board in the American port; and then, the German does not take kindly to the practice of paying for goods before he has received or even seen them. Then again, if he does strain a point and buy a few American goods he fixes the price so high that the great majority of his customers can not afford to buy them.

Should Come in Person.

In the bicycle article referred to, Mr. Carpenter advised the American manufacturer who wanted to sell his wheels in that market to come himself or send a competent and reliable representative, bring his goods and show them to the people. Some of them came, examined carefully the territory, picked out industrious agents, and today at least half a dozen manufacturers of American bicycles are selling their wheels in that market.

One year ago there was not an American wheel in use there. Now it is a very common thing to see everywhere on the streets and the public thoroughfares throughout the country many of the leading makes of American wheels, and the people are fully awakened to the fact that the American made bicycle is far ahead of that made in Germany, and the manufacturers there are beginning to recognize this, for they are already urging the government to increase the duty on American wheels to at least \$12, but even this will not prevent their sale there. The people will have them at any price within reason.

Result of One Maker's Visit.

A little more than a year ago a large manufacturer in the United States paid a business visit to Germany and as a result of that visit he is sending to Europe large quantities of his goods, doing a business

which heretofore he had regarded as an impossibility.

If the American manufacturer will only take the trouble to go himself into the country where he seeks a market and where the conditions appear favorable, and carefully look the ground over, the information he will gather, coupled with the knowledge he has of his own business, will enable him very soon to decide as to his chances and the course he ought to pursue. After an investigation of this kind, circulars and other advertising matter specially written in the language of the country might be of some advantage.

The Conversion of One Dealer.

As an example of the work attending an effort to induce a dealer in Furth to take an agency, Mr. Carpenter gives the following: He felt that a certain article of American origin ought to be sold in that market, and mentioned the matter to a large dealer, making use of all the arguments at his command, but the dealer said it would not pay; he would have to buy the goods and in all probability the people would not want them and he would always have them on his hands. All the efforts of the consular officer seemed to be futile, but he kept at work for more than a year, talked to the dealer wherever opportunity offered and called at his office many times. One day he chanced to meet the dealer on the street and was surprised to hear him say: "Well, I am in the business. I thought a good deal about what you said and finally I ordered a few of the goods. They arrived in due time and I sold them before they had been in my store a day, and have ordered a big shipment."

Here is another instance: Mr. Carpenter inquired of a large merchant why he did not handle American goods, as they were much finer than similar goods produced in Germany. His answer was: "I would, but I have no opportunity. America is a long way off and none of your people come here and offer their goods for sale, and, as I always like to know or see what I am buying, I have to make out with what I can get in this country."

These are a few hints or pointers for the American manufacturer who wants business and is willing to hustle for it.

H. G. WARD.

AMONG THE OHIOANS.

A Bearings Correspondent's Visit to Columbus, Dayton, Newark, and Cincinnati—
Business Prospects Bright.

Toledo, Ohio, Sept. 20.—A visit to several

points around the state last week with Ed G. Eager, of Viking and Red Cross fame, disclosed much of activity, and at the same time showed the healthy business outlook that pervades all branches of the bicycle industry. At Columbus, Ben Chapman, manager and general salesman of the Columbus Bicycle Co., maker of the Columbus, and who by the way is the son of the present democratic candidate for governor of Ohio, reported that he had a force of 100 men and was busy now on a run of 5,000 wheels for 1898. Mr. Chapman had much confidence in the future of the cycle business. He has just returned from Europe and will go there again soon to arrange for the delivery of his '98 product. He has an early start on the season and expects to have a prosperous year.

The Columbus Bicycle Co., which handles Vikings exclusively, and which has the largest rental department in Columbus, was well pleased with the year's business, although the early months were wet and the weather bad. It reports an excellent business for the entire season.

At Newark, Ohio, Harry J. Hoover, who is the Cleveland and Viking agent, reported that he was more than satisfied with the year's trade, and next year will extend his lines in every direction, especially in sundries.

At Cincinnati.

At Cincinnati there was every evidence of renewed activity and a corresponding feeling of confidence among the makers and dealers. Alms & Doepke expect to make anywhere from 5,000 to 10,000 wheels and will use the Hall Moore roller sprocket on all of them. They reported an order for the immediate delivery of 1,000 wheels.

J. E. Poorman, the Cleveland agent, stated that sales continue good and that the September trade averages well with former years.

H. F. Schlueter, of the Schlueter Cycle Mfg. Co., makers of the Norwood, has a large force at work on foreign orders. The wheels will all be diamond frames, and will have wood mud guards for front and rear wheels, brakes and wood rims. The Schlueter people are making great strides and taking particular pains to get into the foreign trade extensively.

Powell, Clement & Co., who are the largest jobbers in the sundry line, announce a successful year in every way and assert that the bicycle trade continues good.

At the store of the Pickering Hardware Co., agent for Columbia and Hartford machines, a brisk September and fall business was reported, and it was announced by the Pickering people that sales of wheels have

been unusually heavy since the published cut of the Pope Mfg. Co.

At Columbus.

Oscar Lear, who handles Cleveland and Stearns wheels at Columbus, was particular to note that there had been little price cutting, and that he had no fault to find with the trade for '97. He looks for an increased demand in '98 and expects to enter largely into the sundry business.

At Dayton, Mr. Eager fell into a trap set for him by the genial Pat Hussey, of the Dayton Sewing Machine Co., and was given an unceremonious ride to police headquarters, shackles and all, in the new bicycle patrol being sent out by the Dayton people. It was rather disagreeable at times, but Eager was proud to know that he was the first prisoner and that his was the first arrest by the fly cops who manage the machine. Eager took it gracefully, but he was morbidly curious to know if they wanted his picture for the rogues' gallery. Hussey said he didn't, and that ended the matter.

VANCE PRATHER.

THE NICARAGUAN TRADE.

A United States Consul Thinks That American Bicycles Can Be Successfully Introduced.

Washington, D. C., Sept. 20.—In the interest of American manufacturers of bicycles who desire to extend their trade throughout Nicaragua, an export association in New York recently applied to United States Consul O'Hara, at San Juan del Norte, for information regarding the cycle trade of Nicaragua. In conformity with the request Mr. O'Hara has prepared a report on the subject, which has been transmitted to the State Department.

He says that on the coast there are no wagon roads and cycling is necessarily confined to the streets and the sea beach. In many places the sand makes wheeling almost impossible, and in many instances riders are compelled to carry their wheels considerable distances. There are wagon roads in western Nicaragua, but they are very poor. For these reasons an expert wheelman says that bicycles for Nicaragua should have low frames, not to exceed 23 or 24 inches, and weigh from 22 to 25 pounds. In his judgment the gear for men's wheels should be from 66 to 70. The moist atmosphere along the Atlantic coast is severe on iron and steel and on nickel plating, and while wheels for the Nicaraguan trade should be attractive in appearance, a good quality of enamel is preferable to nickel plating wherever it can be used without

materially impairing the beauty of the wheel.

The cyclist whose opinions are above given states also that in most cases orders from Central America are silent as to saddles, the selection thereof being left to the dealers or agents, and in many cases the mistake is made of sending to those countries saddles that are unpopular at home. All wood rims have been discarded and steel rims substituted, owing to the moist atmosphere.

Consul O'Hara's Letter.

Recently Consul O'Hara sent the following letter to a large bicycle manufacturer in this country. The suggestions he offers can not fail to interest every American manufacturer who desires a share of this market.

"I am glad to learn that you have established agencies in Europe. What you have done must be done by our manufacturers generally, or they will never succeed in materially increasing the sales of their goods in foreign countries. Your board of directors would dismiss your president or manager if he should refuse to sell your wheels to more than one or two houses west of the Mississippi, and yet for three years all your foreign business was conducted through two New York houses. At home you have had traveling salesmen from the very beginning and have established principal agencies and subagencies throughout the United States. In all probability you would not be in business today had the sales of your wheels been committed to two or three commission agents, as was the case with the sales of your wheels in foreign countries. To be successful abroad our manufacturers must push and advertise their goods as they do at home.

"You say that since you commenced to push things in Europe on your own hook the sales of your wheels have increased twenty-fold. Of course they have. It would be so in every case were our manufacturers to follow your example.

"It would seem as if quite a trade in bicycles might be worked up in western Nicaragua, where some of the wagon roads are fairly good. Several of the towns are quite populous and many of the people are rich. I suggest that you send a man to that section of the country to establish agencies. The sale of two or three wheels in each community would lead to other sales.

How to Introduce Bicycles.

"In the great cities of the south and in several smaller places the sales of bicycles have assumed respectable proportions, but in most of the smaller towns and villages

the bicycle is practically unknown. Before there can be any sales in these towns the bicycle itself must be introduced. Catalogues and newspaper advertisements alone will not bring mail orders. When the roller skate craze was on in the United States, hundreds of young men who were expert skaters made good wages selling skates. They traveled about the country, hired halls, gave free exhibitions, and 'talked up' particular brands of skates, thus popularizing the sport and making money out of it. Let some of our young men learn Spanish and go into Spanish America fully determined to popularize wheeling and they would make good wages at it. It would pay any bicycle company to send two or three bright young wheelmen to each of these countries, but they should be gentlemen, men of education, good habits and good breeding.

"Were wheeling to become popular with the women of Spanish America the sales of bicycles in these countries would be tremendously increased, but to succeed at once in so popularizing the wheel, agents sent out to introduce wheels should not only be bright and clever, but have letters of introduction from first-class people, else they would not be received in any respectable family, and without such reception neither private nor public exhibitions would be attended by ladies.

"In regard to descriptive catalogues and newspaper advertisements the most clever advertisements in the United States may miss the mark in Spanish America; not that the people are dull, for, on the contrary, they are exceedingly bright, but because they have not seen enough of the bicycle to render the advertisements intelligible.

"Owing to poor roads and to low wages the sales of bicycles in these countries can not be made to approach the volume of sales in the United States to the same population, but I am satisfied that earnest and well conducted efforts to popularize wheeling in Spanish America would open up a rich market for American bicycles."

H. G. WARD.

AMERICAN WHEELS POPULAR.

German Riders Show a Disposition to Favor
Yankee Machines—Unscrupulous Dealers
and Their Slow Methods.

Berlin, Germany, Sept. 10.—A good many Americans have the idea that bicycles are cheap on this side of the water, but they have only to come over here to change their minds. The highest priced wheels here and the best made machines are American

makes. The wheels which the American colony rides are American made; the wheels which the native who has once been in the United States, rides, is also from America—in fact American wheels are the popular favorites.

Every bicycle dealer deals in or at least claims that he handles American wheels. He has a stock of name plates and he can sell you any wheel you want at one hour's notice. I passed a store yesterday and saw a wheel labeled "Cleveland" listed at 250 marks (about \$62.50). As far as I could see the only American part was a hard, leather saddle stamped "Clevelandt," and which probably had never been aboard a ship. The tires were of the flimsiest type, cemented to a steel rim. The entire machine could be bought at an auction sale in the United States for about \$17.

Finish of German Wheels.

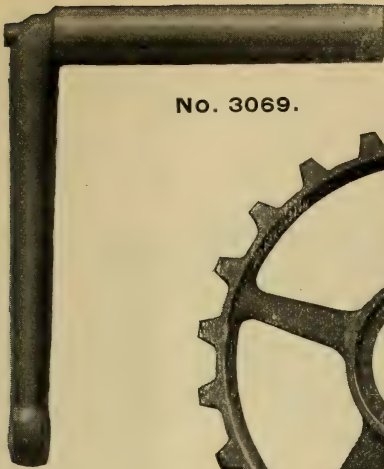
As regards detail and finish the German wheel has several good points. Every little screw is finished by hand; but the German seems to have one desire, and that is to brace the wheel sufficiently. Every possible strain, either theoretical or otherwise, is offset by a brace, and when the wheel is finished it is strong and heavy enough to ride rough-shod over the Rockies. And of all places where a light wheel could be used it is here and in England, for the roads are magnificent and one can ride a century a day without turning a hair.

The people here have a great habit of using all sorts of devices supposed to add to the comfort of the rider. One in particular is very amusing. It is a bell which is attached to the front wheel and rings by contact. To make the contact it is necessary to lean over the handle bars and grasp a piece of cord, which you pull out about three feet to effect the desired friction.

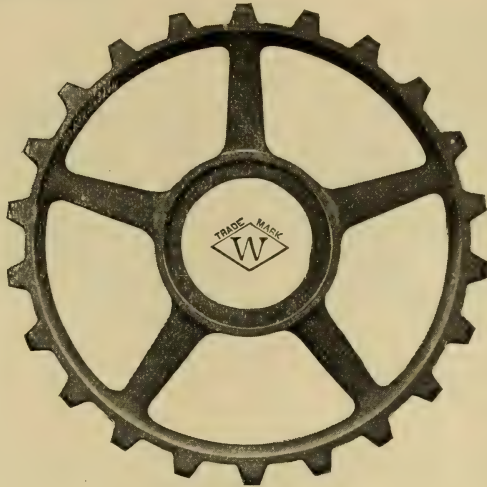
In Berlin you can obtain from the police a little book which tells you on what streets you can't ride and what streets you can't cross. Now they have but ten forbidden streets, when two years ago, I understand, you could only ride in the suburbs. Even now the best boulevard in Berlin, Unter den Linden, is forbidden.

An American bringing a wheel over here had either best bring two or else make arrangements for transporting a wheel home for repairs in case of accident. It takes almost one month to have any repairs made here and then they are never done right the first time. Everything is made by hand in the average shop, and even should the workman be lucky enough to possess a lathe, it is sure to be operated by hand power.

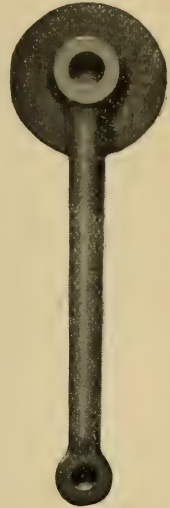
H. BISSING.



No. 3069.



No. 3221.



No. 3671.

J. H. WILLIAMS & CO., FINEST FORGINGS

9 TO 31 RICHARDS ST., BROOKLYN, N. Y.

Mention Bearings



**Get There
and
Get Back.**

Mention Bearings

The League Special

is a speed tire—built for sharp, fast work and hard, close finishes on the road. The thread fabric raises the resiliency to the highest pitch and makes the tire fairly bound with life. Experts like it—here's what one writes: "I have been riding your racing tires for two years and have not found anything equal them yet. I have tried —, and —, and — (three prominent makes).

"I won more races on one pair of your tires than all the rest put together.

"Niles, Mich., Sept. 7. Leon Vanderbeek."

OUR STORES.

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New York	25 Park Place
Boston	24 Summer St.
Philadelphia	308 Chestnut St.
St. Louis	210 North 12th St.
San Francisco	509-511 Market St.

NEW YORK BELTING & PACKING CO. LTD



Pneumatic Cushion for Handle-Bars.

Fig. 1.—589,820.—Pneumatic spring; W. Doig and D. Doig, London, England; application filed November 13, 1896; serial No. 611,958.

In order that shocks and vibrations caused by inequalities of the roadway may not be communicated to the rider, the following construction was designed: In the present instance the stem of a handle-bar is provided with a metallic ring a. The two sides of this ring are provided with leather discs through the center of which passes a spindle d (Fig. 1^a). Around the spindle and within the ring and the discs is a pneumatic sac which may be inflated or deflated. Attached to the ends of the spindle are arms h¹, to the upper ends of which the handle-bar is secured. In this way, a pneumatic spring is interposed between the rider's arms and the roadway. This spring may be used on the axles of the wheel if desired.

Owen's Chain Adjustment.

Fig. 2.—589,852.—Safety bicycle; F. D. Owen, Washington, D. C.; application filed July 3, 1895; serial No. 554,911.

In order to simplify and make easy the chain adjustment of a bicycle, this inventor has pivoted the rear brace B at its upper end. Its lower end is forked and embraces the upturned end A' of the rear fork of the machine. A vertical slot is made in the fork of the brace B and is of such a depth that when the axle is passed therethrough and the nuts and washers applied, the nut overlaps the edge of the part A'. In this way the axle is secured in position and the brace B is also secured to the fork A by a single nut. Modified forms of this construc-

tion may be made as shown in the other illustrations.

Schroeder's Bicycle Lock.

Fig. 3.—589,861.—Lock; C. P. R. Schroeder, Harrison, N. J.; application filed July 15, 1897; serial No. 644,672.

This device is designed for the purpose of preventing action of the machine when the rider shall be away. It consists of three pivoted parts, two of which can encircle, and may be clamped to the frame bars near the axle. Others project outwardly and are recessed for the reception of the crank. When the crank is placed therein, a padlock is employed to lock the parts together (Fig. 3^a). In this way the driving device is made inoperative.

Flanged Frame Bars.

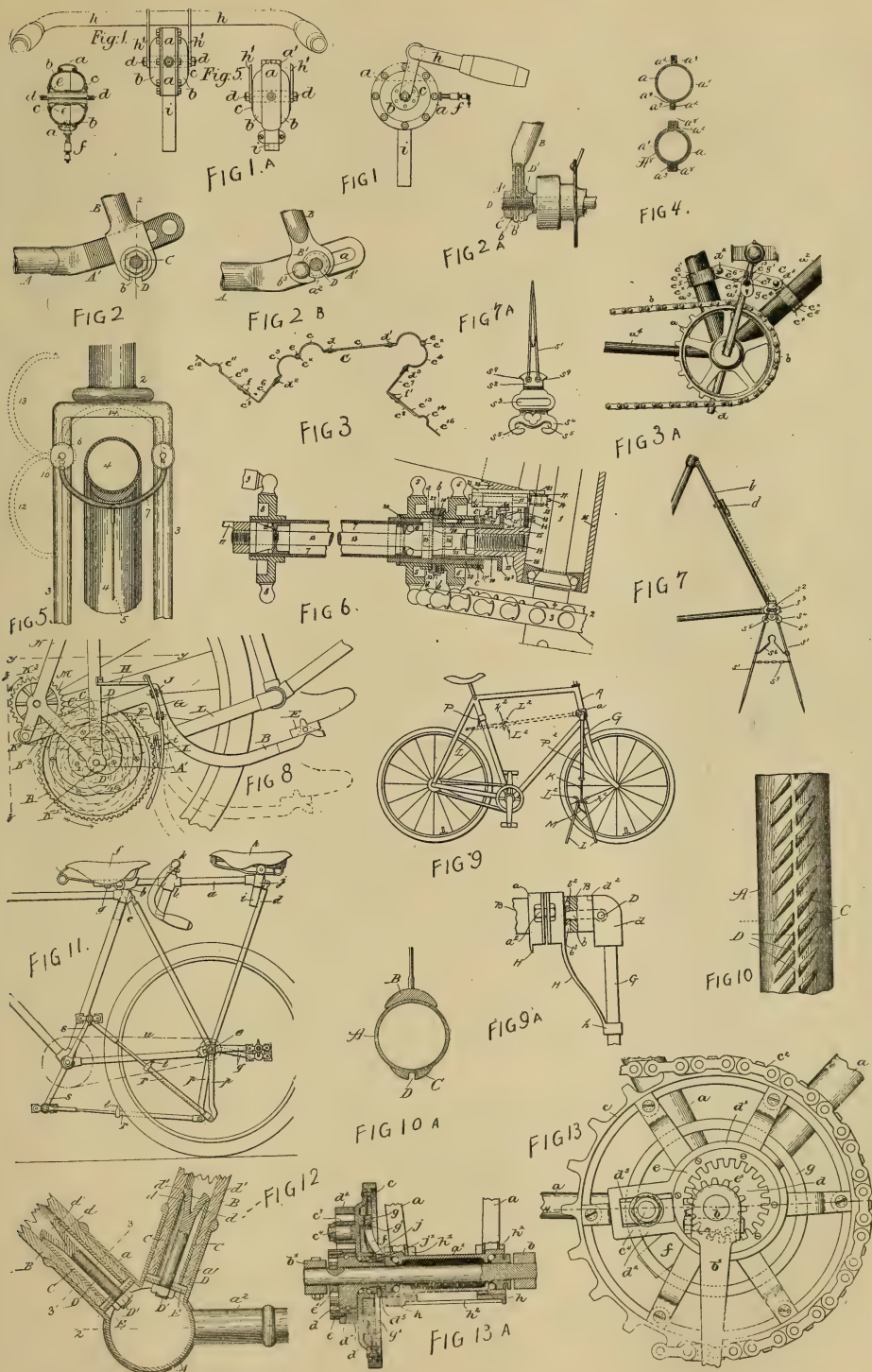
Fig. 4.—589,868.—Frame; J. Spruce and C. H. Killermann, Kenosha, Wis.; application filed May 25, 1896; serial No. 593,038.

This invention relates to the construction of the frame tubes. Each tube is composed of two halves which are flanged. These parts are placed with their flanges together and a channeled bar is placed over each pair of flanges and the whole is brazed together. A modified form of tube may be made by lengthening the flanges of one of the halves and bending them around the flange of the other half, in this manner dispensing with the extra channeled bar.

Stearn's Front Fork Lock.

Fig. 5.—589,869.—Lock; W. F. Stearns, Cambridge, Mass.; application filed September 5, 1896; serial No. 604,939.

This construction scarcely needs description. On each side of the fork a clip 8 is arranged. Each clip is provided with a boss



6 and 6'. To one of these a metallic vail 7 is hinged and it may be locked to the other boss by a suitable key. As shown, the object is to lock the wheel from rotation.

A French Chainless Idea.

Fig. 6.—589,906.—Chainless cycle and automobile car; D. C. Merigeault, Verdun, France; application filed January 7, 1897; serial No. 618,395.

A specific description of this device is without the scope of an article of this nature. Briefly, the crank-shaft and the hub of the rear wheel are provided with gear wheels in which the teeth are spherical. The wheel on the crank shaft has two sets of teeth concentrically arranged. Extending through the rear fork tube is a shaft provided at each end with wheels similar to the above. At the end nearest the crank-shaft two wheels are employed meshing respectively with the wheels on the crank-shaft. A clutch 10' may be operated by the rider to throw either of the gear wheels on the shaft into communication therewith, permitting the other to run idle. In this way, the gearing may be arranged so that greater or less force may be applied at the driving wheel.

Adcock's Cycle Support.

Fig. 7.—589,919.—Support; G. Adcock, Loughborough, Eng.; application filed October 3, 1896; serial No. 607,779.

In this support a plate s^1 is secured near the axle of the rear wheel. To this plate is hinged a plate s^2 , which may move in a vertical plane. Two supporting legs s^1 are pivoted to the part s^2 and are joined by a chain s^7 . When thrown down, a spring s^6 spreads the legs. When closed and thrown up, they may be engaged by a clip d on the frame and retained in inoperative position. The object of this device is apparent.

Alger's Chainless Driving Gear.

Fig. 8.—589,920.—Bicycle; I. F. Alger, Fitchburg, Mass.; application filed March 29, 1897; serial No. 629,797.

This construction was designed as a substitute for a chain driving device. A treadle lever B is pivoted at K^1 to the frame of the machine. This lever has a roller C' which engages in a slot D' in a cam F secured to a gear wheel which meshes with a pinion secured to the rear wheel. The treadles are guided in a slot in the plate G . This construction is applied to each side of the wheel.

Barr's Bicycle Support.

Fig. 9.—589,925.—Support; P. A. Barr, Philadelphia, Pa.; application filed March 17, 1896; serial No. 583,510.

Another support is here shown. A clip a is fastened to the head of the frame. Piv-

oted on each side of the clip are blocks B' which rotate in a vertical plane (Fig. 9^a). Pivoted to these blocks at D are supporting legs G , carrying at their lower ends additional supports L spread apart by a spring M (Fig. 9). Braces H extend from the block a and surround the legs G . When not in use the legs G may be folded and secured to a clip P on the frame of the machine.

Dorr's Non-Slipping Tire.

Fig. 10.—589,939.—Tire; G. W. Dorr, Chicago, Ill.; application filed March 22, 1897; serial No. 628,559.

The outer surface of this tire is provided with a series of lugs or projections C which may be molded out of the material of which the tire is composed or may be secured thereto. They extend out a distance from the periphery to the tire and form the contact surface between the tire and the ground. Preferably the lugs are arranged at an angle of about 45° to the longitudinal center of the tire. The lugs are arranged at a desired distance apart (Fig. 10^a) so that there will be uninterrupted air spaces transversely of the tire. In this way the air may circulate not only between the lugs or ridges but also through them longitudinally. This has the effect of diminishing the adhesion between the lugs and ridges and the surface over which the tire is moving. It also prevents the formation of a vacuum between the surface of the tire and the surface over which it is moving.

French Auxiliary Seat and Pedals.

Fig. 11.—589,941.—Bicycle; A. Durey and L. Schreiner, Paris, France; application filed January 22, 1896; serial No. 576,621.

In order to convert a single bicycle into a tandem, this attachment may be employed. It consists of a bar a , which is secured in the saddle post of the single machine and carries a handle bar k and a saddle. This bar is supported by a brace d secured to the rear axle. The driving device for the rear rider consists of bell crank levers, one end being provided with pedals and the other end adjustably connected to the cranks of the single machine. The saddle of the single machine may be secured to the extended portion of the bar a .

Temple's Wood Frame Connection.

Fig. 12.—589,950.—Frame; A. F. Temple, Muskegon, Mich.; application filed July 24, 1896; serial No. 600,396.

This joint is employed mainly for the purpose of connecting the bars of a bicycle frame composed of wood. Into the ends of the wooden bars B a metallic sleeve C is driven tightly. A bolt D , split at one end and provided with hooked portions d and d .

Columbia Dealers

IN GOOD STANDING

will be made more comfortable than ever in 1898.

Don't Worry

Let others do the worrying. 1898 Columbias will sell themselves. Such improvements, such talking points, such a line of bicycles in range of price and quality of workmanship mark an Epoch for Columbias and Columbia dealers. 1898 will be a perfect

Jubilee Year

For all Columbia Representatives

It will pay you to watch this page for the next few weeks.

Pope Mfg. Co., Hartford, Conn.

If Columbias are not properly represented in your vicinity, let us know.



which are somewhat springy, is driven through the sleeve C, and when the split portion passes beyond the end of the sleeve the parts d will expand and the bolt will be prevented from being withdrawn. The bar B may now be inserted into the coupling piece A and retained in place by a nut D' which presses against a diaphragm E in the coupling piece.

Belanger's Changeable Gear.

Fig. 13.—590,126.—Chain gearing; V. Belanger, Boston, Mass.; application filed September 21, 1896; serial No. 606,532.

By means of this construction the bicycle may be changed so that either speed or power as desired may be obtained. A circular block d is mounted eccentrically on the crank-shaft, but is not secured thereto. A band d¹ embraces the eccentric and carries an internal gear e, while a pinion e¹ is fixed to the shaft b and meshes with the

internal gear. The band d¹ has an arm d slotted at d³ to receive a roller c³ projecting from one of the spokes of the sprocket wheel c. The eccentric has an elongated hub d⁵ (Fig. 13^a) and the sprocket wheel is mounted on this hub. There is sufficient space between the adjusting cone j¹ and the end of the crank-shaft bearing to receive a clutch device in the shape of a bar f which straddles the hub d⁵ and is provided with pins f⁵ journaled in notches in the end of said hub. When this bar is in engagement with the sprocket wheel, power applied to the pedals is transmitted directly from the crank-shaft to the sprocket wheel and the intervening gears are dormant. When it is desired to obtain more power the clutch-bar is disengaged from the sprocket wheel and engaged with the sleeve. The eccentric is now prevented from rotating and the sprocket wheel will be rotated through the internal gear and the pinion.

PEOPLE AND THINGS

THE ORITEN.

The first and only decentuple, or ten-seated bicycle, is the latest advance in bicycle building. It was built by the Waltham Mfg. Co., Waltham, Mass., maker of Orient cycles, after designs by the company's president, Charles H. Metz. A picture of the machine was published in last week's Bearings.

The frame forms a geometrical figure called rhomboid. The upper and lower tubes are connected by tubes running parallel with the rear fork and the front tube, and forming a series of triangles on the apex of each of which is placed a saddle. In other words, the design is that of a Warren truss, as may be seen on a good many bridges. However, while in bridge building the main points of consideration are the maximum weight and the maximum weight pressure, or lateral strain, in the building of a monster machine like this ten-seater, many other things have to be thought of—among them the important fact that here it is the bridge itself that moves at the rapid pace, while the load does not sit still by any means. All these varying conditions, such as torsional strain, swaying motion, etc., have been well provided for. There is a parallel lower tube holding, with its mate, the adjustable crank-hangers,

which fully make up for the stretching to which even the best chains are subjected. There is a lateral truss or brace of steel rods, spread by blocks running front to rear and preventing a larger amount of sway or elasticity than is required. Some such oscillation must exist, but too much rigidity would be synonymous with impracticability. The force of inertia any body acquires during motion so pulls forward each particle of that body, that the whole body becomes for the time being, practically inflexible. It is strongly exemplified by the well-known experiment of shooting a candle through a wooden board.

The Oriten is intended primarily for use on the track, but has stood brilliant tests on average roads. After several makers' tests and private tests in Waltham, it made exhibition runs all last week at the Rhode Island state fair, Providence, where it proved its practicability beyond question, especially on governor's day when, before Governor Elisha Dyer and a crowd of over 40,000 people, it went past the grand stand again and again at a rattling gait.

The following figures show the most important dimensions: Length over all, 23 feet, 9 inches; length from hub to hub, 20 feet, 3 inches; weight, 305 pounds; frame alone, 132 pounds; tread, 5 inches; diameter

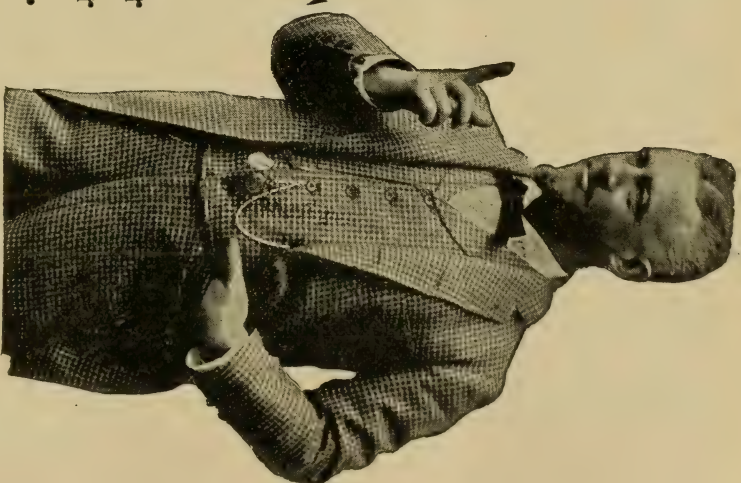
Mr. Manufacturer:

We want you
with us
in 1898!

QUALITY IS THE TEST
OF CHEAPNESS.

Can you not better afford to pay a good price for
good tubing than a little lower figure for
inferior tubing?

WRITE US



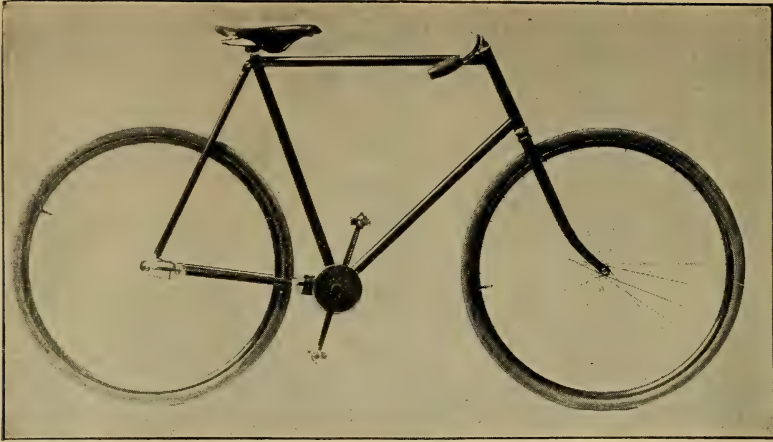
The Shelby Steel Tube Company,

Main Office and Works,

SHELBY, OHIO, U. S. A.

Eastern Office and Wareroom,
144 Chambers St., New York.

Western Office and Wareroom,
135 Lake St., Chicago, Ills.



The Stearns chainless.

of wheels, 30 inches; diameter of tubing, $1\frac{1}{2}$ inches; gauge of tubing, 14 to 20 according to strain; distance from saddle-post to saddle-post, 22 inches; diameter of sprocket-wheels, largest, 16 inches; smallest, 6 inches; size of tires, 2 inches.

THE STEARNS CHAINLESS.

The chainless bicycle has finally made a definite appearance in the United States. E. C. Stearns & Co. have come out with an announcement that they are to make and sell a bevel geared chainless wheel in their line for 1898, and have issued for publication a complete description of the new model, as it has been definitely decided upon by them. The accompanying illustration gives a fairly good idea of the external appearance of the new Stearns chainless. To best understand this new bicycle it must be mentally dissected, and to do this one has but to divide the driving mechanism into three parts, the crank hanger and its auxiliaries; the shaft which transmits the power from one set of gears to the other, and the rear hub and its attachments.

In the chain-driven bicycle there are but two sets of bearings in this part of the machine, those in the crank-hanger and rear hubs. In addition to these, in the Stearns chainless there are two more sets upon which the bevel gears revolve. Beginning at the crank-hanger, the power is applied to the cranks, the right hand crank being made integral with the one side of forward gear, which corresponds to the sprocket on the chain-driven bicycle. The gear of the bicycle is determined by the size of the side above referred to, and in the Stearns model a variation of from 68 to 80 is possible. The shaft which transmits the power to the rear wheel is not unlike an elongated rear axle.

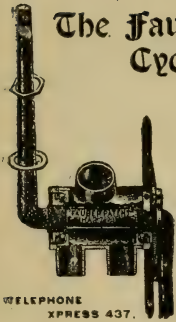
It has a bevel gear at either end, running on frictionless bearings, which may be adjusted to any degree of tightness or looseness, or opened for inspection by simply unscrewing and sliding back the nicked caps. The shaft proper runs through the right hand lower rear fork, thus keeping the tread of the bicycle substantially as narrow as in the chain-driven type. The fourth bevel is integral with the rear hub, and here is an adjustment effected from the outside so simple in its workings that the rear wheel may be removed quickly and readily.

As shown in the illustration, all the bearing parts are incased so as to be as near dust proof as possible, and it is claimed that the variation caused by wear will be so slight that it will not be necessary to adjust the wheel more than once a year. One of the several experimental machines has been run in the Stearns factory for three months with dry bearings on a line shaft with thirty-six tons pressure. That it stood up through such a test the firm considers good evidence of its practicability.

The adjustment of the bevel gears allows a wide variation in the angles of contact. Normally the gears are $\frac{5}{8}$ inch face and 10 pitch, and operate noiselessly. One-fourth-inch balls are used in the gear bearings and in the rear hub, and 5 16-inch in the crank-hanger. The tread is slightly under 5 inches, and the weight of the machine is 25 pounds.

THE VICTOR PRODUCT.

In a letter to Bearings the Overman Wheel Co. has the following remarks to make about its '98 product: "Our experience during the past season assures us that the season of '98 will be the largest in the history of the Overman Wheel Co., and in laying our lines



TELEPHONE
XPRESS 437.

The Fauber Crank Axle Cycle Fittings



TRADE MARK

Terms: Unless satisfactorily rated, Orders must
Cash be accompanied with Draft, Express,
P. O. Money Order or Registered Letter

W. H. Fauber

Manufacturer

70 to 74 West Jackson, Corner Clinton Street

Chicago, Sept. 7, 1897.

To the Trade:-

In order that my position may be clearly understood by every one, and as a warning to any who may be inclined to infringe my rights, I wish to make the following statement regarding the Fauber Crank Axle Patents.

By referring to the United States Patent Office, it will be found that these patents are pioneer, and cover one-piece crank axles of every practical construction.

Immediately following the issue of the original patents, in 1893, advertising was begun in the leading trade papers, in order that the public should become familiar with the construction of these axles.

The cycle public generally, at once endorsed this axle as a marked improvement in bicycle construction, and believing that at an early date it would be brought into general use, I at once secured foreign and other United States patents.

In view of these facts, -and, further, that the foreign patents have been kept alive, and the development and manufacture of these cranks persistently followed, I believe that I am justly entitled to all rights under these patents. This is further evidenced by the large number of licenses which have been issued to many of the largest manufacturers in the country.

All manufacturers will appreciate the fact that these patents have been generally recognized as covering the one-piece crank axle. For this reason I believe it will be a profitable specialty to those who will use it legitimately.

I intend to protect my rights in this matter, and therefore warn all infringers that I shall hold them liable.

After carefully considering all the facts and circumstances in connection with the original patents and other patents on crank axles and hanger parts, still pending, it is the opinion of experts, that the Fauber patents rightfully control all one-piece crank axles.

Yours very truly,

W. H. Fauber

for a trade which will surpass that of any previous year we believe we are not over-optimistic. We believe there will be a good demand in '98 for the best bicycle that it is possible to build. We are preparing to meet this trade with our new '98 model Victor, which will represent the highest point in bicycle construction yet attained by the Overman Wheel Co. This will be our \$100 model. We have made a number of improvements upon our '97 model, which have been based upon the experience of thousands of riders and skilled mechanics. Price and quality must go hand in hand, and the price of the Victor bicycle is not a quantity to be juggled with or manipulated without reference to expense of material and construction. The Victor will therefore maintain its record both as to quality and permanency of value in '98.

"In addition to the \$100 Victor, we shall place upon the market an entirely new bicycle to sell at \$50. We purpose that the \$50 bicycle shall take the same rank among medium-priced machines that the Victor holds among high-grade bicycles. In placing on the market this new bicycle, it is not the purpose of the Overman Wheel Co. to produce something cheap, but to furnish at a medium price a machine that for durability, strength, and quality of material, substantial construction, etc., can not be bought for the same money in any other bicycle.

"There is, no doubt, some demand for a chainless bicycle, but this demand is rather for the idea than for any actual machine, for the embodiment of the idea in a real bicycle to ride has not yet been made. Until it has been clearly demonstrated that it is possible to build a chainless machine better in every respect than chain driven bicycles, the public will continue to spend their hard earned dollars for a well-known and tried device. They will prefer to 'endure the ills they have than fly to others they know not of.'

"In the meantime, let us remember that the demand which seems to fill the air in so many places for a chainless bicycle is simply the hope and desire of the people for something not yet produced, like the mice in the fable that unanimously decided to bell the cat. The idea is beautiful and perfect; its embodiment in a bicycle up to the present time is extremely crude and not capable of taking its place by the side of the best chain machines. We are interested in the problem and will probably be as early in the market with a practical solution of it as any other bicycle manufacturer in the country.

"The return of prosperity in trade in general will no doubt be felt in the bicycle line

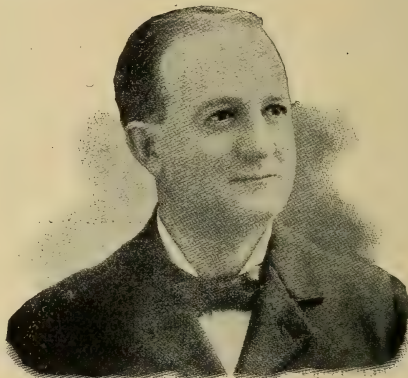
in particular, for the bicycle is no longer simply a luxury, but rather a necessity, and nowhere does prosperity show itself more than in quicker and safer methods of transportation of men and things. No amount of prosperity, however, could possibly safeguard much of the bicycle manufacturing, assembling, and sticking together that has been going on during the past two or three years. People are now fast learning through their experience that to produce a bicycle that is safe and reliable requires great capital, great facilities, and some brains.

"Very truly,

"OVERMAN WHEEL CO."

BURWELL IS A GENIUS.

The last issue of "On The Square," the semi-monthly pamphlet published in the interests of H. A. Lozier & Co., had for a frontispiece an excellent half-tone likeness of Geo. A. Burwell, superintendent of the



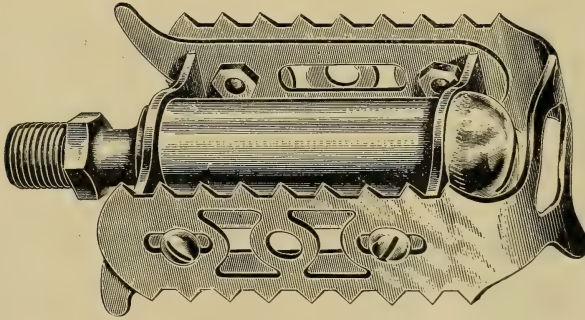
GEO. A. BURWELL.

Toledo factory of the Lozier group of cycle plants, and among other things asserted that the population of the United States consists of 74,999,999 people and Geo. A. Burwell. To Mr. Burwell as much as to any one else in America perhaps is due the wonderful improvement and advancement of the bicycle, and his ideas have been largely copied wherever bicycles are built, both by big and little fellows. One distinctive feature about Mr. Burwell's make up is his ideas. As an example of this might be cited the faultless construction of the Cleveland No. 29, which was the '97 model of the Loziers, and upon which so many races were won and records made. His services to the Loziers have indeed been invaluable, and they could hardly afford to part with him.

Down at Stafford Springs, Conn., was where Mr. Burwell began his mechanical

schooling. The elder Burwell was a manufacturer of woolen machinery. Home training became irksome, so the young Burwell started out to see the world. At the age of eighteen he had succeeded to such an extent that he had charge of all the steel work connected with the Eldridge Sewing Machine Co. These were the palmy days of sewing machines. Not satisfied with the machine he was helping to make he set about to set up an improved model. A new factory was constructed to build this machine. On the decay of the sewing machine trade, Mr. Burwell drifted into the cycle business. With the exception of a short time spent in the shops of the Rio Grande railway at Denver, he has spent the past sixteen years building cycles. He is the inventor of the famous Cleveland hardened pin chain, the Burwell dust-proof bearings, Cleveland combination wood and aluminum

success in the sale of its now famous buckskin bicycle grips, is preparing for largely increased sales next year, and the universal satisfaction that has resulted from the use of the grips in the past, makes it certain that the company will meet with the larger sales it expects. All the crack riders, including Bald and Gardiner, are using them and are loud in their praise of their usefulness. In fact many of the riders of the present day, who have seen the grips have requested them, when purchasing a new wheel. The feature of the grip, and one that will be appreciated by all those who cycle in the warm weather or who have perspiring hands, is its absorbent quality. It absorbs all moisture completely and at once, thereby preventing any possibility of the rider's hands slipping from the handle-bars. The grips are strong, durable, light, and dressy, being an ornament as well as a necessity to



The Forsyth pedal.

rim, and has been closely identified with the wonderful advancement of the Cleveland cycle since its inception.

A BIG CONSOLIDATION.

The stampings plant of the A. L. Moore Co., of Cleveland, has been consolidated with the automatic screw machine and ball plant of the Cleveland Machine Screw Co., and the business will be conducted hereafter under the name of the latter company, which will fill all orders for stampings now placed with the A. L. Moore Co. This consolidation creates a plant with unlimited capacity for the production of automatic screw machines, New Process hardened steel balls, and other bicycle parts. A. L. Moore will have an active part in the management of the screw company, while the A. L. Moore Co. will continue to represent the firms it has heretofore represented as sales agent.

BUCKSKIN BICYCLE GRIPS.

The Fiber-Buckskin Mfg. Co., of Malden, Conn., which has been meeting with such

every wheel. They are made in all sizes styles, and colors.

THE FORSYTH PEDAL.

The adjustable pedal which the Forsyth Mfg. Co., of Buffalo, will manufacture for the trade during the coming season is shown in the accompanying cut. The special features of this pedal, outside of a good finish and superior workmanship, are the large barrel and balls and the easy and perfect adjustment of the foot plates, and the fact that the adjusting screws can not work loose. The general appearance of the pedal is attracting the favorable attention of the manufacturers and jobbers generally.

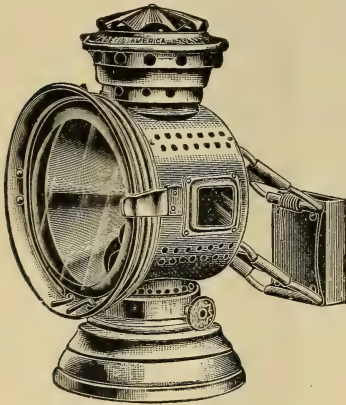
"JACK" ALLISON DEAD.

G. M. (better known as "Jack") Allison, who has carried on a cycle agency in Louisville under the firm name of G. M. Allison & Co., died last week after a lingering illness of several years. He spent a number of months in the south, but receiving no

benefit was brought home and lived only a short time after his arrival. With Stanley Huber, now of Detroit, the firm of Huber & Allison was started seventeen years ago to handle typewriters and Columbia bicycles. The typewriter was the main issue then, but had to take a back seat in time. The agency of the Columbia wheels was held until the early part of '96, when they took the Stearns and have pushed that wheel to the front. During Mr. Allison's illness the business was under the supervision of his brother, Phil E. Allison, who will continue it under the same firm name and in the same manner as formerly.

THE DIETZ LAMP.

The R. E. Dietz Co., 60 Laight street, New York, is pushing the Dietz bicycle lamp and is meeting with much success. The lamp is made of brass, finely polished, and weighs but 12 ounces. No solder is used except on the bottom of the oil fount, while the arrangement of drafts is such



that the combustion is perfect. The light is white and intense and the lamp will stay lighted, it is claimed, in spite of wind or jar. The reflector is parabolic, thus throwing all the rays of the light straight ahead. The lamp can be taken apart to clean. The oil fount is packed to prevent the oil working out and the wick will not jar down. The door is hinged so, as the makers claim, the lamp can be more conveniently lighted. The lamp lists at \$2.50.

HARRY ROUSE'S OPINION.

Regarding the prospects for the coming season, H. G. Rouse, the well-known head of Rouse, Hazard & Co., says: "While it is too

early yet to form any very definite opinion, still, so far as we can see, the outlook is very favorable. Particularly does this seem to be the case throughout the west where the general conditions have improved wonderfully since spring, owing to the rapid increase in the price of wheat. Dollar wheat is the popular watchword over the farming territory, and it is one that bodes well for the trade. Our sales the past season have shown a very gratifying percentage of the better grades of machines, and with the record of this season back of it we anticipate much for our '98 Sylph. As riders become educated through experience with their first machines, they gradually come to prefer the best they can get on the general principal that the best is none too good. We have been successful in disposing of the large number of machines we turned out, having in stock at the present time only a very small number of '97 wheels. Our factory is running every day working on current orders, while our toolmakers are busily engaged getting matters in shape to 'open up shop' in full blast at a much earlier date than last season. There is every indication at this time that our trade from now on will be much larger than during the same months last year."

THE OHIO LIGHT IMPROVED.

The Ohio Electric Works, whose Ohio bicycle electric light is becoming well known all over the world, are to bring out their light in a different form. The batteries are to be fitted to the cycle frame the same as a tool-bag, and only the reflector and lamp are to occupy the head bracket. The batteries for the three-cell light, the favorite size for wheelmen, will weigh about one pound, and the reflector and lamp less than two ounces. The old style will still be made and the price on either is the same.

Among last week's foreign shipments were electric lamps for Napier and Wellington, New Zealand, and Belfast, Ireland. Recently the company got an order from Russia, and as there the riders are licensed and numbered (their respective numbers appearing upon the lenses of their lanterns, so that they can easily be seen at night by the authorities), the order was sent with numbers attached. For awhile they were in a quandary as the lantern has no lens, but finally the respective numbers were etched upon the reflector and proved a success as the figures stood out boldly under the glare of the light.

TRADE BRIEFS

The adjourned auction sale of the Liberty Cycle Co. will be held at Bridgeport, Conn., on September 28.

The marriage of C. R. Eggleston, of C. P. Warner & Bros., of Chicago, to Josephine B. McEwen took place September 4.

Arthur A. Knight, president of the St. Louis Cycle Co., was married to Illa Geraldene Rorke, of Deseronton, Canada, at Kankakee, Ill.

In the interview in Bearings of September 2, regarding the tube trust, the types should have read Wilfred Buckley, instead of Samuel Buckley.

The Iroquois Cycle Co., of Chicago., reports having made a large shipment of its high grade wheel to New Zealand last week. The company also made a large shipment to Kobe, Japan.

Charles Ackerman, of the firm of Conklyn & Ackerman, Cincinnati agents for the Dayton and Fenton, will be traveling representative of the Dayton company during the winter months.

William Hulvershon & Co., of Cincinnati, have retired from the cycle trade. This firm was formerly composed of William Hulvershon and John Fay, under the firm name of Hulvershon & Fay. They handled the Outing line.

At the annual meeting of the Rubber Tire Association the committee on standardization of wood rims reported that the leading wood rim manufacturers had decided to adopt the recommendation of the Rubber Tire Association in regard to the dimensions of standard sizes of wood rims.

Hartley & Graham, 313 315 Broadway, New York City, report a very prosperous year in bicycle sundries, and the present prospects point to even more business in '98. They are about to issue a large and complete catalogue, and all manufacturers who wish their goods represented should communicate with them at once.

A representative of Bearings called upon Luthy & Co. at Peoria the other day and found their factory being gotten in shape for the production of 1898 models. In conversation regarding them, C. T. Luthy said that they would have no radical differences

from the 1897 wheels, but would be different in a number of minor points.

Work at the Peoria Rubber Mfg. Co.'s factory is going merrily on. Just at present the main work is in the tool department where preparations are being made for an early resumption of work on a large scale. The 1898 model is being shown to a number of those most interested and compliments in the form of well-developed, able-bodied orders are coming into view.

The two Indian princes of Koetei are now visiting Europe, and recently stopped at Amsterdam. While there they met the Wolff-American representative for that section, and were so impressed with the quality of the Wolff-American that they immediately ordered two Duplex machines. After they have become accustomed to cycling and think themselves capable of mastering the bicycle, two Wolff-American singles and a tandem will be added to their stable.

The schedule of the assets and liabilities of the Aquila Wheel Mfg. Co., of Louisville, which made an assignment two weeks ago, has been filed in the clerk's office of the county court at Louisville. The schedule was signed by H. E. Pelle, vice-president of the company. The assets consist of the machinery, a few open accounts, wheels finished and unfinished and a stock of sundries and are valued in the schedule at \$6,000. The liabilities foot up a little over \$17,000 and are due mainly to local parties and banks in Jeffersonville, Ind.

On a recent visit to Worcester, Mass., a Bearings representative called on J. C. Speirs, of the firm of J. C. Speirs & Co., and through his courtesy made a tour of inspection of the drop forging plant. The factory is equipped with all the latest improved machinery, automatic drops, fires for using oil for fuel, which heats the stock more evenly, giving better results in the forgings—in fact, everything up to date for doing all kinds of drop forging with accuracy and dispatch. Speirs & Co. make a specialty of bicycle work, and although they have several large orders on their books for '98, they are in a position to do more and can guarantee prompt deliveries and first class work. They consider the outlook for '98 the most

promising for years. C. R. Moules, formerly with the Elastic Tip Co., is now associated with them looking after the business end.

Records continue to go before Harry Sidwell, the Kentucky amateur. His latest triumph took place at Cincinnati, on September 6, when, on a Wolff-American, he smashed the world's record for two-thirds of a mile, negotiating that distance in 1:10 2-5, almost four minutes faster than the previous existing record held by Amos B. Hughes, of Denver. Sidwell now has to his credit the amateur world's records for the half, two-thirds, one, and two-mile, and now intends to go after the quarter and third. If he could secure better pacing, Sidwell is confident that on his Wolff-American he could make further inroads on his present records.

By winning the amateur championship of Missouri twice in one season, John Conover, of Kansas City, has succeeded in dispelling all doubts as to his rights to the coveted title and amply substantiates the claims of his many friends that he is one of the speediest riders in the west. At the state meet held on July 4 at Maryville he easily won the championship but declined to accept the medal because several of his competitors fell in the race. This sportsmanlike action merited the admiration of wheelmen all over the state and when he again won the championship at Kansas City on August 28, defeating a large field in an exciting race, his popularity became more evident and he was crowned hero of the day as well as champion of the state. Conover rides an Andrae.

TRADE HAPPENINGS

Asbury Park, N. J.—Jefferson Bros., bicycle dealers, are reported to have recorded a chattel mortgage for \$1,000.

Atlanta, Ga.—The Roy R. West Cycle Co. is reported to have recorded a chattel mortgage for \$509.

Binghamton, N. Y.—T. M. Symonds, bicycle dealer, is reported to have entered judgements for \$3,223.

Buffalo, N. Y.—The D. H. Lewis Cycle Co. has entered judgment for \$198.

Chicago, Ill.—F. L. Inglis, handling bicycles, is reported to have given a bill of sale for \$700.

Chicago, Ill.—J. S. Blount & Co., bicycle dealers, are reported to have given a bill of sale for \$357.

Columbia, Pa.—Keefer & Heise, selling bicycles, are reported to have entered judgments for \$1,031.



Brown 
Saddles

COMBINE TWO
ADVANTAGES NEVER BEFORE
FOUND TOGETHER--

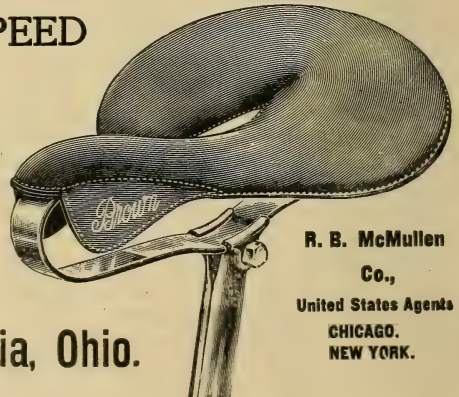
SAFETY  **SPEED**

A full line of plain and padded tops,
flat and coil spring saddles for '97.

 SEND FOR CATALOGUE. 

BROWN SADDLE CO., Elyria, Ohio.

Mention Bearings



**R. B. McMullen
Co.,
United States Agents
CHICAGO.
NEW YORK.**

We are ready to quote prices on your
1898 supply of

DROP FORGINGS

OF ALL DESCRIPTIONS.

The Billings & Spencer Co.

HARTFORD, CONN., U. S. A.

Mention Bearings



WE ORIGINATED Aluminum Chain Guards FOR LADIES' WHEELS.

We have broad and numerous patents. We have started damage suits against infringing makers and dealers. You can avoid liability by refusing chain guards of other makes and using only those bearing our name. Send for catalogue.

THE TURNER BRASS WORKS, - 126 Kinzie Street, Chicago.
Mention Bearings

ILLINOIS  CENTRAL

CHICAGO
TO
ST. LOUIS
SPECIAL

SOLID VESTIBULE TRAIN.

Daily at 9.00 p. m. from Chicago. New and elegant equipment, built expressly for this service. Train lighted throughout by gas. Tickets and further information of your local ticket agent, or by addressing A. H. HANSON, G. P. A. Ill. Cent. R. R. Chicago, Ill.

BI=GEARS and SMITHS.



We have no idea how many Smiths there are in the United States who are riding the BI-GEAR, but we do know that there are not any of them that are dissatisfied with it, or any that would part with it for double its cost if unable to procure another.

"SURE THING" tire menders are equally satisfactory. BI-GEARS and "SURE THINGS" are inseparable. If you have a BI-GEAR you have a **sure thing**, and if you have a "SURE THING" tire mender, the chances are 10 to 1 that you will like it so well that you will want a BI-GEAR.

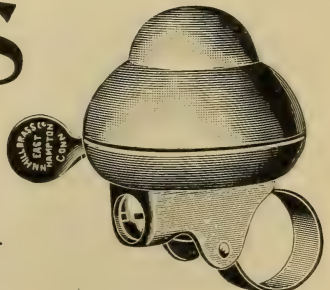
One of the main features of the "SURE THING" is that no cement nor solution of any kind is required. Popular price, postpaid, 30 cents. Write for further information.

Mention Bearings

THE BROWN-LIPE GEAR CO., Syracuse, N. Y.

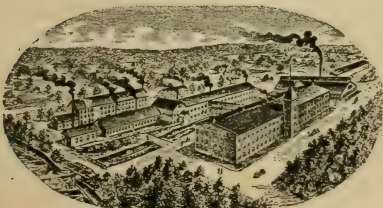
STERLINGS

ARE GOOD
BELLS...



N. N. HILL BRASS CO., East Hampton, Conn.

Mention Bearings



Danbury, Conn.—Arthur M. Nutt, bicycle agent, is reported to have made an assignment.

Logansport, Ind.—J. M. Hunter contemplates establishing a plant here for the manufacture of patent bicycle tubing, frames, and sundries.

Middletown, Conn.—P. J. Hurtlehey, of the Keating Cycle Works, will superintend the arrangement of the company's new factory in this city. The new machinery will begin to arrive next week.

Middletown, Conn.—A few more men have started to work at the Worcester Cycle Co.'s plant.

Milford, N. Y.—Charles B. Hawver, dealer in sporting goods, etc., has been succeeded by Osborne & Steere.

Norfolk, Va.—Bonnot & Vanderberg, bicycle dealers, are reported to have made an assignment.

New Haven, Conn.—The Dole Bros. Co., of this city, has made an assignment, with liabilities of about \$1,200 and assets of \$200. F. C. Lum is trustee. The firm deals in sporting goods and wheels.

New York City.—Judge Smyth has appointed J. W. Queen and T. F. Donnelly receivers of the property in this state of the Weaver Cycle Material Co., of 958 Eighth avenue. The company is a New Jersey corporation with a capital of \$1.000.

New York City.—An attachment has been obtained here against the American Cycle Mfg. Co., an Illinois corporation, on an assigned claim of the Boston Woven Hose & Rubber Co., for bicycle tires.

New York City.—Berwyn & Co., bicycles and saddlery, are reported to have given judgment for \$1,852 and sheriff placed in charge.



WANTED, FOR SALE, TO EXCHANGE.

Advertisements under this head, 5 cents per word. Checks, money orders, postoffice orders, or 1 and 2 cent stamps received. Cash with order.

WANTED—AN IDEA. Who can think of some simple thing to patent? Protect your ideas, they may bring you wealth; write John Wedderburn & Co., Patent Attorneys, Washington, D. C., for their \$1,800 prize offer and new list of 1,000 inventions wanted.*

\$7,800 GIVEN AWAY

To persons making the greatest number of words out of the phrase "Patent Attorney Wedderburn." For full particulars write the National Recorder, Washington, D. C., for sample copy containing same.*

TIRES—\$5.50 pair, express prepaid. Best '97's. Full warranty. MINERALIZED RUBBER CO., New York City.

RECEIVER'S SALE—Drop Forge Plant. Sealed proposals will be received until noon on Wednesday, October 6, 1897, for the purchase, as a whole, of the entire plant of The Ohio Drop Forge Company, located in Toledo, Ohio. Said plant comprises: One 800-pound and one 1,500-pound bliss drop hammer; one 1,500 pound Williams-White drop hammer; one Bradley trip hammer; five forges; four trimming presses; two shapers; one vertical miller one lathe; all in position and ready for operation, together with line shafting, belting, pulleys, etc.; also stock of steel, dies, die-blocks, office furniture and safe, and all tools used in connection with the manufacture of drop forgings. The property can be seen at any time upon application to the undersigned. The right is reserved to reject any and all bids.

DAN SEGUR, Receiver, Toledo, Ohio. □

New York City.—The Bayvelgers Cycle Co. is reported to have been attached for \$460.

Ogdensburg, N. Y.—J. Payne is negotiating with capitalists here with a view to building a factory and manufacturing the Payne one-piece wood bicycle.

Painesville, Ohio.—The bicycle manufacturing plant of C. C. Finnerman & Co., which was partially destroyed by fire, has been seized by sheriffs.

Pasadena, Cal.—The California Cycleway Co. has been incorporated to construct and operate bicycle roads, etc. Capital stock, \$150,000.

Philadelphia, Pa.—Frank Derr, dealing in bicycles, etc., is reported to have given judgment for \$5,709.

Philadelphia, Pa.—James H. Murray, bicycle repairer, etc., sustained damage of \$2,000 by fire.

Portland, Ind.—Stephen A. D. Whipple has been appointed receiver of the Haynes Wheel Co. to take the place of Charles B. Feibleman, of Indianapolis, whose report, it is stated, showed a discrepancy of over \$6,000 in the assets from the time he took charge. The new receiver will sell the plant instead of operating it.

Quitman, Ga.—Jelks & Co., bicycle agents, are reported to have sold out to Fred J. Davis.

Salem, Mass.—C. S. Putnam & Co. will open a bicycle store in the Pingree block, at corner of Essex and Summer streets.

San Francisco, Cal.—The Indiana Bicycle Co. is reported attached for \$927.

Schenectady, N. Y.—P. F. Ryan will open a new bicycle livery and repair store at 5 Central Arcade.

St. Louis, Mo.—The Cycle Improvement Co. has been incorporated for \$2,500 by E. G. Van Zandt, J. D. Houseman, and W. F. Richards.

Springfield, Mass.—Hitchcock & Coleman, of Easthampton, have opened a bicycle repair shop in the vacant store in the Locke block.

Springfield, Mass.—O. W. Pratt, doing bicycle repairing, is reported to have recorded a chattel mortgage for \$525.

Springfield, Mass.—The Hendee & Nelson Mfg. Co. has filed a petition in bankruptcy.

Springfield, Ohio.—W. S. Thomas, of the Thomas Mfg. Co., is considering plans for the manufacture of a gasoline motor bicycle.

Springfield, Ill.—The Zeller Tire Machine Co., at Chicago, has been incorporated with a capital stock of \$20,000. Incorporators are, R. C. Robinson, E. M. Ashcraft, and F. M. Cox.

Steubenville, Ohio.—The Brilliant tube works property has been sold by Receiver H. M. Riest for \$35,000.

St. Paul, Minn.—Helen L. Peterson, of the Windsor Cycle Co., is reported to have given judgment for \$186.

Stockton, Cal.—W. B. Waterbury, dealing in bicycles, has been succeeded by Chas. A. Eldridge.

St. Louis, Mo.—The Bauman Cycle Co. sustained slight damage by fire recently.

St. Louis, Mo.—The Cycle Improvement Co. has been incorporated by E. G. Van Zandt and others. Capital stock, \$2,500.

St. Louis, Mo.—H. L. Schaeffer, bicycle agent, is reported to have given a bill of sale for \$451.

Toledo, Ohio.—There is a plan on foot to place all the retail bicycle stores of Toledo under one roof in the Secor building.

Toronto, Can.—A shipment of Massey-Harris bicycles was made this morning to Australia. Value, \$31,000.

Trinidad, Colo.—H. H. Jones has removed his bicycle repair store to 109 Main street.

Tampa, Fla.—Neff & Graham, of Gainesville, have opened a branch bicycle store in this city.

Toledo, Ohio.—The Union Tube Co. has been formed, with Warren, Akron, and Youngstown capitalists, and officers elected as follows: President, A. Walter Arms; vice-president, D. P. Wheeler; secretary and treasurer, F. M. Peet.



ENTERED AT THE CHICAGO POST OFFICE AS SECOND-CLASS MATTER.

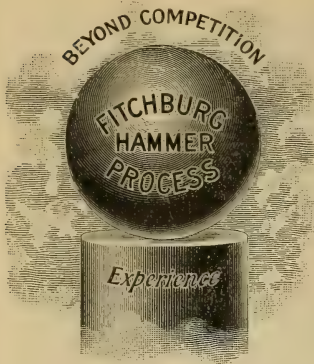
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and find that they give good satisfaction,
they absorb all moisture from the hands.

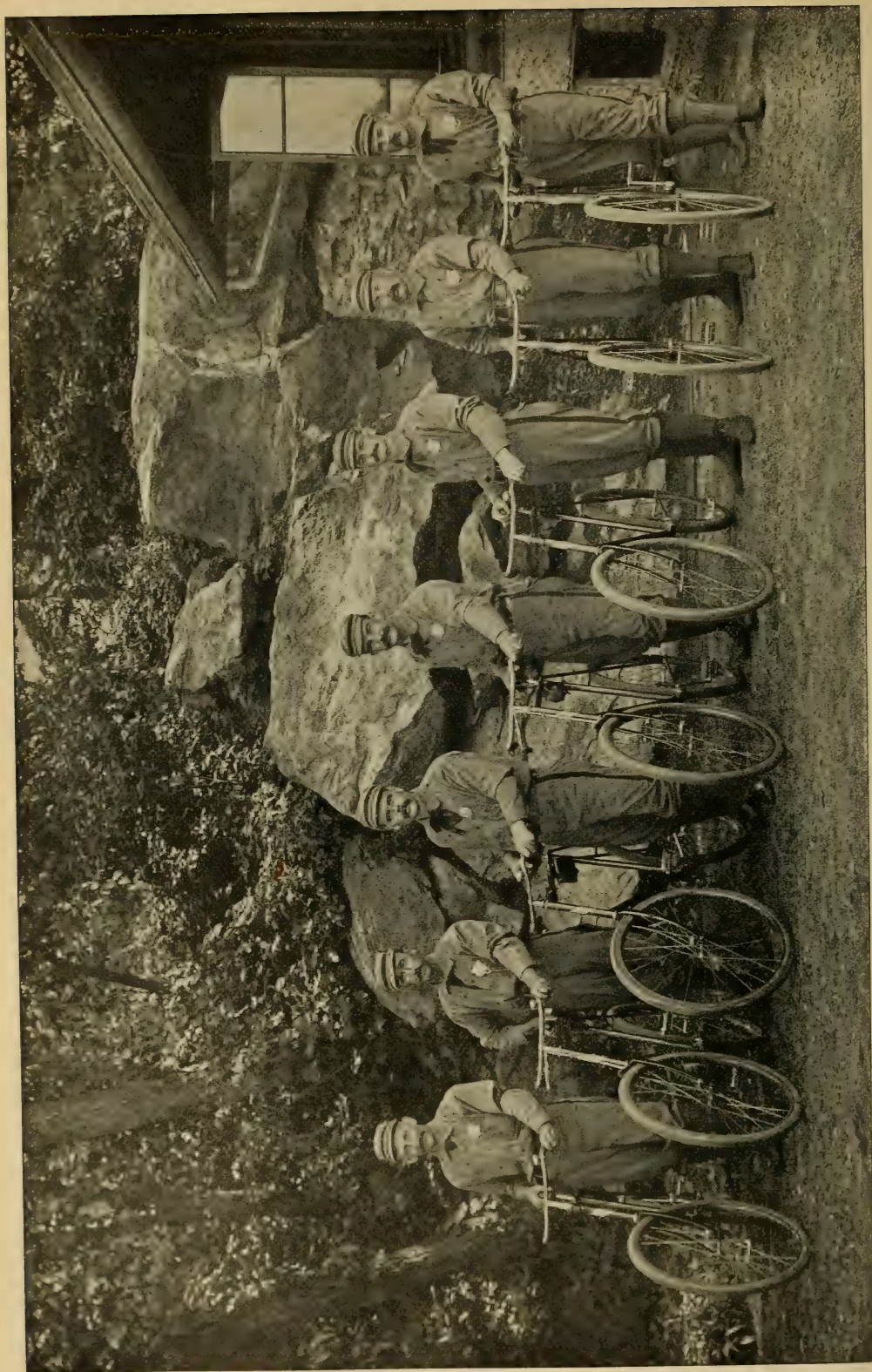
Yours Truly
Arthur Gardiner.



Send 50 cents for sample pair.
Give size handle-bar.

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THE FAIRMOUNT PARK GUARDS--SEE PAGE 743.

BEARINGS

VOL. XVI

CHICAGO, SEPT. 30, 1897

No. 9

FROM LONDON TO PEKIN AWHEEL

By William J. Reid

CHAPTER XV

With spirits as light as the fact that I had now entered upon the last stage of my great journey could make me, at the end of three days in Ping Yang I resolved to take the initiative in progressing Pekinward, or rather, it was forced upon me by a podgy, good-humored little Mongol trader, with whom I had struck up an "acquaintance de convenance," who, being on the point of traveling up the country adjacent to the Fen-Ho as far as Tai-Yuen-Foo, gave me to understand that my companionship would not be only permissible, but enjoyable, an invitation couched in such flowery and grandiloquent Chinese superlatives that I felt it my bounden duty to accept.

Nor did I have cause, as I immediately learned, to rue this determination, for my traveling companion was a most genial, light-hearted little fellow, who brightened the way with quip and jest, and good-natured badinage, interjected at intervals of every few moments with boisterous, whole-souled laughter, as the particular brilliancy of some of his impromptu sallies impressed their humor on his mind. His contempt

for the powers of my wheel found expression at oft-repeated intervals in covert jokes and unconcealed sneers at its manifold failings, but when later in the day we came to a smoother part of the road I was able to turn the tables and impress on his mind that he indeed laughs best who laughs last.

There is little of interest to attract the eye of the traveler for the 150 miles along the green verdured carpet of the Shansi province beyond a rustic charm of scenery that forbids one ever tiring of viewing one's surroundings. Although fortune smiles on the peaceful valleys and fertile slopes, the inhabitants are not a happy people, owing to the frightful inroads constantly being made by floods and the ravages of disease, which carry them off literally by the thousands, without seeming in any appreciable manner to cause a dwindling in the population remaining, a merciful dispensation of Providence after all, for were it not for these wholesale and oft-repeated visitations of disaster, the country, large as it is, must soon be outgrown by the tremendous annual increase in the population, the birth



A tea plantation.

rate of China ranking higher than that of any other country in the world.

Nightfall brought us to a little village, at which my companion must have been a visitant at some prior date, for setting about the task as if long practice had made perfect, he wisely forsook the Scylla and Charybdis terrors of two inns, dual abodes of torture facing each other, and reaching the residence of the head man of the place, with a positiveness that would brook no denial, and without consulting the wishes of the owner, he at once ordered things arranged for our comfort. The inmates were duly impressed by this show of authority, uttered in a mighty tone that to their uninitiated minds at once stamped the speaker as a man of rank, and bustling round with enforced zeal they had soon provided for our entertainment, and capped the climax by placing a huge jug of raw "arrak" on the table, which duties performed they withdrew for the more enjoyable inspection of peering at me through the chinks of the partition and passing

whispered criticisms on my general appearance, which, to tell the truth, with my garments looking rather seedy and much the worse for wear, was not calling for favorable comment.

My Mongol friend was evidently what is known to the vernacular as "a tank," for his recourses to the liquid refreshment were as frequent as the intervals, stopping to catch breath, would allow. He wished to include me in the libations, and seemed surprised that I should show such little inclination for them, but intoxicating liquors I had wisely eschewed since entering the hot climate of Asia, and for the best reason, namely, to avoid the inevitable consequence—broken health—a possible contingency that I could well afford to view with alarm.

The Chinese have only one idea in drinking—that of getting drunk; the one has no attraction for him unless followed by the other, a truism that my companion must perforce live up to, and not having any deterring conscientious or sanitary scruples, he irrigated himself to his heart's con-

tent, and to such effect that it was not till near midday when he recovered sufficiently from his excessive drinking bout to resume the road, truly presenting a sorry and bedraggled appearance, with the humor and boisterousness of his jocund spirits decidedly quenched. The constant jolting of his unequally gaited pony, however, soon had the effect of bringing him back to a state of everyday consciousness, with the consequent unloosening and perpetual wagging of his tongue, which, with the novelty worn off, was now monotonous enough.

Our route still held through the fertile river valley of the Fen-Ho, a land so rich and fruitful that, to quote Douglas Jerrold, "if tickled with a straw, would laugh a full harvest." It was really a gorgeous region, covered with a canopy of half-grown rice fields, grass, and wild flowers, stretching out as far as the eye could reach in green and luxuriant verdure.

About the middle of the afternoon we halted in front of a peasant's hut inclosed by a fence, made of wooden poles and willow branches interwoven. As we dismounted the man of the house came out to us at the fence, and offered us a basket of bright red beans, an offering doubtless intended as a diversion to give a woman and a girl, carrying a young child, outside the inclosure, time to beat a retreat to the open door, from which point of vantage they gazed at us in open-eyed wonderment. We wished to pass into the yard, but the man angrily shook his head, and closing the opening with a pole, stood before it armed with a club, daring us to make an entry.

Seeing that he was averse to entertaining us, I was minded to pass on in search of a more hospitable abode, but the fierce temper of my companion could not allow such an uncalled for insult to pass unnoticed and driving his animal at the barricade, in spite of his podgy body, he

cleared the obstruction in a manner that would have done credit to the best steeplechaser that ever straddled pigskin, and charging with vigor the owner of the place he soon made a complete conquest, and induced the surly rascal to bustle round and prepare a meal, which consisted of abominably ill-tasting black bread, sour milk, and an uneatable ragout formed of grains of maize and lumps of meat floating in boiling and rancid grease.

Despite the keenness of my appetite, I contented myself with the bread and milk, leaving the remainder of the menu to my companion, who was not so fastidious, and polished it off in the twinkling of an eye. Thus reinforced we took our leave, and by sunset had reached Hai-Choo-Foo, where my companion showed the same familiarity with the habits and customs of the place as on the previous night by invading the hittim and taking what he wanted by right of eminent domain.

We were invited shortly after our arrival to call on the head man of the place, an invitation that my Mongol friend thought would be lowering to our dignity to accept, and sent back the answer that if the personage in question wished to view our august selves that he must imitate the example of Mahomet, and not finding the mountain coming to him must needs come to the mountain. This sticking for etiquette had the desired effect for we were soon forewarned of the approach of our distinguished visitor by the banging of innumerable drums and the tooting of innumerable horns, and a fantastic procession of lantern bearers, for to duly impress us he had thought it best to travel in state.

We found him a decrepit veteran of seventy-two, on the very verge of the grave, who treated us with particular kindness and quite won our hearts by his attentions. He re-

mained with us for about an hour, and was evidently well versed in worldly affairs and the political status of Asiatic events, for he plied me with questions in regard to European politics which kept my wits and the linguistic capabilities of my companion busy answering.

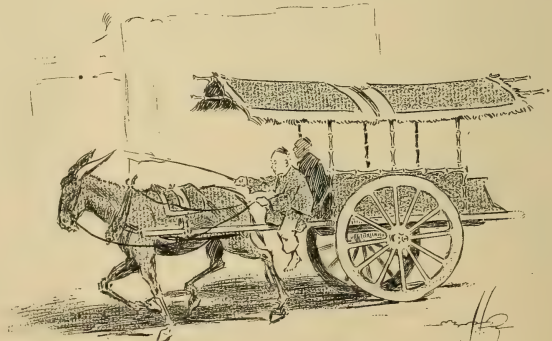
With the exception of a short distance, where the road wanders all over the plain, the descent to Tai-Yuen-Fu is easy, and half a day's riding carried us over the distance. Our struggles during the effort we imagined had earned for us a good night's repose, but if we had figured on any such bliss we were bound to be disillusioned, for on entering it was to find that the city had been visited by a destructive conflagration but a week before, which had wiped out half the houses of the place. The homeless inhabitants were gathered in the few buildings that had escaped the fury of the flames, while those not so fortunate had been forced to take up their abode in the streets, with no other shelter over their heads than the blue canopy of the heavens.

The mass of idlers seemed to require some outlet for the superfluous energy that had not been expended in rebuilding their homes, for immediately on perceiving us they welcomed my appearance as a suitable object on which to give vent to their pent-up and disgruntled feelings. No sooner had I pitched my tent, with the intention of camping out for the night, than the gaping and insolent crowd had gathered round, and ignoring entirely the violent explosions of wrath of my pugnacious little companion, they adopted the usual method of showing their animosity by letting loose an avalanche of stones and filth.

At this point my intervention became necessary, for

my companion had engaged in a bout with a muscular giant, twice his size and more than his equal in strength, and was being roughly handled, so I was compelled to fire my revolver over their heads. Happily for all, the sight of the weapon was sufficient, and under its awe-inspiring muzzle the horde drew off with dire threats thrown out of vengeance on the morrow, a wealth of bombast and bragadocio, from which, knowing full well the average Chinese nature, I entertained no serious misgivings, nor was my prophecy belied, for after taking leave of my Mongol friend on the following morn, I wheeled out of the city's gates with no further molestation than vocal abuse, which caused injury neither to body or mind by reason of not being understood.

I rode along for the whole morning pleasantly enough, but for the maledictions of some Chinese traders whom I came up with about noon-time, and whose horses, taking fright at the sight of my wheel, rushed right and left throwing the whole train in disorder and upsetting the carts which they were drawing, for which misfortune their owners consoled themselves by a thousand imprecations on my head and a general calling into play of the entire vocabulary of Chinese profanity. Leaving Tai-Yuen-Fu, there remained but some 300 miles' journeying to Peking, a dis-



A Peking cab.

tance that I had counted on being able to go over comfortably in a week's effort.

In no part of the world have I seen a greater display of agricultural products than in the country through which my riding lay for the day's journeying to Ping-Ting-Chau. Over the rustic roadside walls crept and twined the most beautiful vines, some sparkling with the morning's new bloom of flowers, others full of buds or laden with well matured and sweet smelling seed pods, while the surrounding country was ablaze with every form and variety of tree, shrub, vegetable, and flower growth, not a square foot of earth but that had its full complement of vegetation, not a rock or stony steep untrellised with clinging vine and creeping plant. When the Chinaman is an expert gardener his attention naturally turns to shrubs and the creation of fantastic forms, rather than the pursuit of the more practical cultivation of edible varieties of botanical growth. Such sights are not only homelike, but exceedingly cheerful to the traveler, although this high sense of the artistic must detract naturally from the thrift of the country by the sacrifice of utilitarian for merely show purposes.

And so it proved, for the beauties of the fields were not reflected in the numerous villages that cropped up everywhere, which were wretched and dirty in the extreme, like huge festering sores, materially detracting from a full enjoyment of the surrounding garden of beauty. I had likewise been warned that the region sheltered a population of the most aggressive and unscrupulous brigands, a fact that hurried me along with more expedition than mere necessity demanded. The robbers of China are in general remarkable for their politeness with which they flavor their address, which in a measure is supposed to soften the resentment that the unfortunate victims may feel at



A Pekin expressman.

seeing their valuables disappearing.

They do not rush up incontinently with the hair-raising demand, "Your money or your life!" but they say in a courteous tone, "My eldest brother, I am weary of walking, pray lend me your horse;" or, "I am without money, will you not lend me your purse?" or, "It is very cold, be kind enough to lend me your coat." If the elder brother be charitable enough to comply with this sweetly insinuated request he receives thanks, if not the request is enforced by two or three blows with a cudgel, an infliction which he generally spares his person by condescending to be generous.

During the day I had an opportunity to test their powers of persuasion with those of my own not to be persuaded, for shortly after noon-time entering into a narrow vale, covered with a short scrubby growth of trees, three villainous looking rascals sprang suddenly from behind a thick copse and placed themselves in my path. It did not need a duly signed certificate to judge as to the bent of their inclinations, for as I dismounted the foremost of the trio aimed a blow at my head with the stick which he held in his hand. I promptly reciprocated by implanting a bullet in his leg and as he fell to

the ground, howling and groaning, his compatriots fearing similar treatment decamped right speedily, leaving their unfortunate brother in crime to extricate himself as best he could.

He was more frightened than hurt, for the bullet had only grazed through the fleshy part of his leg, and seeing me wheel off he recovered somewhat from his fright and sedulously imitated the excellent example shown by the others, and thus happily terminated my first and last encounter with brigands.

The approach to Ping-Ting lay through a constant succession of poppy fields, grown for the production of opium, and after viewing the enormous number engaged in the production of what is likewise a blessing and a curse to China, one can well understand the zealous combating that meets every attempt made to prevent its cultivation, for its discontinuation would mean the loss of a livelihood to millions of people.

The military mandarin at Ping-Ting received me in a flattering manner, so flattering indeed that I was led to mistrust the sincerity of the motives that prompted him to this unlooked for ebullition of hospitality. I found that I had misjudged him, however, for he was a good humored, affable sort of a man, although too free use of liquor made him a quarrelsome one, and had it not been by the execution of rare tact on my part we should invariably have fallen out, for he was minded to test the powers of his boxing abilities on my person, to which I did not feel called upon to submit with passive humility.

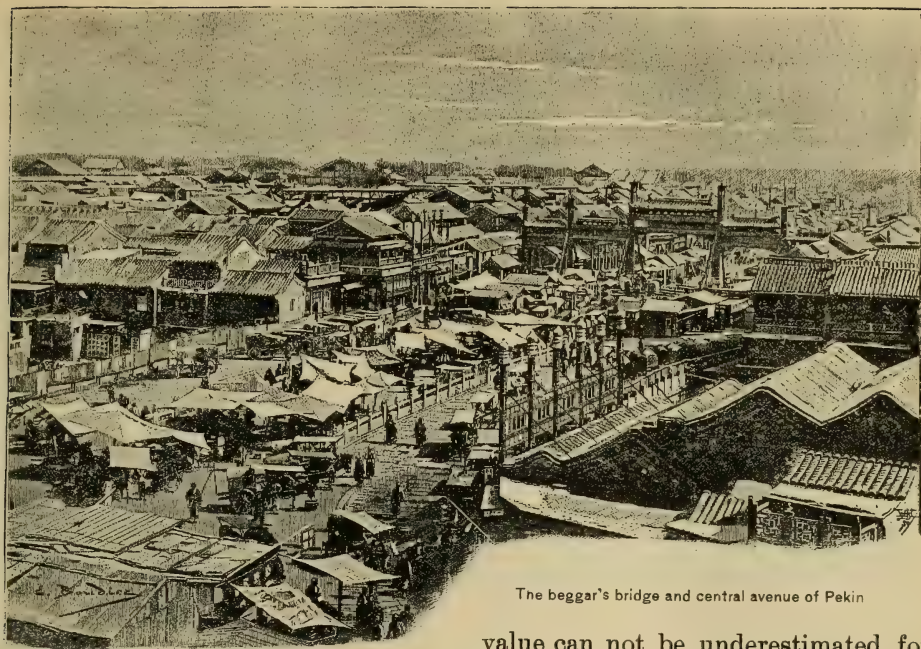
I cooled his ardor by allowing him to ride on my wheel—supported by a couple of servants—after infinite labor getting him into the saddle and wheeling him round, which treatment had a soothing effect, for he fell asleep during the operation, and, limp and disconsolate, was carried off

to bed, and in this state of blissful somnolence he was still resting when I wheeled off the next morning.

The day's riding still lay through fertile plains, and with the road still increasing in good points, reduced the labors of riding to a minimum. Although I had not figured on reaching Ching-Ting-Foo until after dark it was still some hours before sunset when I was ferried across the muddy current of the Hu-To-Ho and cast myself upon its tender mercies. The hittim in which I put up for the night had been invaded by a Manchu trader, who was accompanied by nearly a score of females; whether they were his wives or not I was unable to learn, although as polygamy is not prevalent in Chinese dominions it is difficult to see how they could be.

The ladies were duly elated at my arrival, and, leaving the sheltering wing of their protector, gathered round me during the evening, examining me, wheel and all, as if I were some new specimen in the museum of human freaks, not daring to utter a word, but gazing at me with impudent curiosity, and solely employed in cracking and devouring nuts, an occupation of which they never seemed to tire, or one that never seemed to satisfy the capabilities of their voracious appetites, for I am not exaggerating when I say that each one consumed several hundred of these edibles during the evening.

With my examination over, tea was served and I could not fail to notice the manner in which they used their sugar in sweetening the beverage; each individual taking a small lump of sugar, grating it between the teeth, so as to consume only a very small portion, and then, although each person drank innumerable cups of tea, the greater part of the sugar remained, and being placed on the inverted cup eventually found its way back to the sugar dish, so that probably the fol-



The beggar's bridge and central avenue of Peking

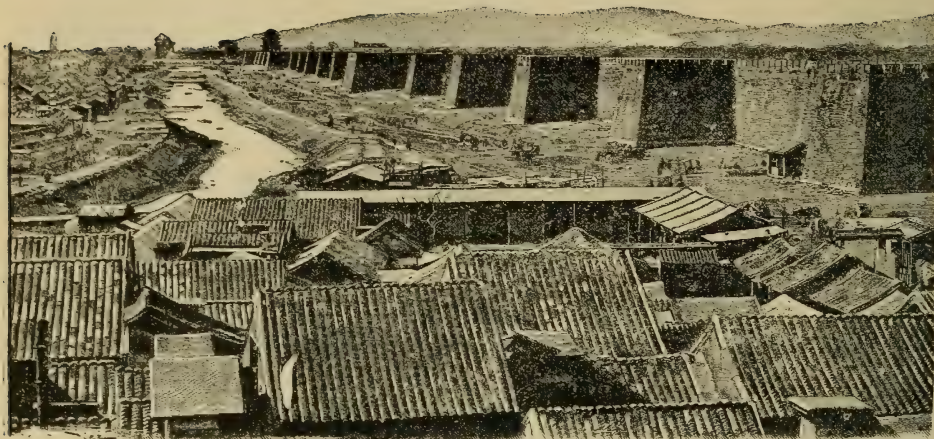
lowing day one happened to get his old friend back again, or if not so fortunate, perhaps that which had served his neighbor. With this exposé, for obvious reasons I was well content to drink my share of the beverage without the necessary sweetening, swallowing nearly half a dozen cups of the bitter mixture with unswerving fortitude, that my respect to customs might not be questioned.

To compensate man and beast for the innumerable other difficulties that beset the road from Ching-Ting-Foo to Pao-Ting-Fu, the highway itself is of a construction that would not shame the very best work of European engineers, a military road of exceptional merit, the product of the good roads movement that has had a spasmodic and precarious existence in China for the last twenty years, now relapsing into oblivion to burst out ever and anon at infrequent intervals with extraordinary official vigor. Nevertheless, notwithstanding the instability of the movement, the results already obtained presage a new era opening for China, whose

value can not be underestimated, for with the eventual casting off of all traces of exclusiveness, the vast natural wealth of her interior and western provinces made possible of development by netting the empire with roads to find an egress for this commerce, she is destined to leap to the forefront of nations, a position which her geographical enormity of area, and thrift and industry, should have entitled her to long ago.

I had not been wheeling along an hour when a heavy mist, that had been hanging over the valley, cleared off, but it might just as well have remained, for immediately the rain began to come down in torrents, soon descending with such violence as to necessitate giving up all hopes of reaching Pao-Ting-Fu, so, wet to the skin, I abandoned further effort for the day on reaching Ting-Chau, where I found that despite its diminutiveness of area that it boasted the uncertain luxury of a governor, who permitted me to share the delights of his official residence.

Venturing to resume the road next morning beneath a cloudless sky, I found that he was fully aware of the



The gates of Peking

dictates of courtesy, for he had sent a butterfly youth, adorned in his finest trappings of gayly colored silk, to act as my escort for the day. The vicious little steed which answered as the mount of my "protector that was to be" could not bring himself to associate on terms of pleasant familiarity with my wheel, and showed his disinclination to the task by running away and throwing his rider into the slimy waters of a nearby ditch. The spoiling of his gorgeous uniform effectually ridded the latter of any further desire to accompany me, and thinking that I had trespassed sufficiently on good nature, I intrusted the cares of the road ahead to myself, or rather intended to intrust them to myself, but that about the middle of the forenoon I came upon a small party of Chinese traders, who showing no aversion to my company I wheeled alongside, with the inevitable result of causing them some difficulty in retaining their positions on their fiery little steeds, which bolted right and left on catching sight of me.

The leader of the party was a

Pekinese, and was able to speak English nearly as well as I could myself, and like the greater part of his countrymen was a most vainglorious boaster, gossip, and buffoon. He perfectly stupified me with his perpetual talking, relating thousands of adventures, of which he, of course, was the hero and central figure, of such Munchausen-like tenor that he must have enjoyed implicit faith in his abilities to impose on my credulity. Throughout the day he kept up his incessant babble, and it was with a feeling bordering on relief that about the middle of the afternoon we reached Paq-Ting Fu, where I reconsidered my intention to push onward, and fagged out in body and spirit was glad enough to enjoy the luxury of the cleanest and most comfortable inn that I have ever put up with in China.

During the day I made a discovery that I imagined was to work a tremendous change in the cloth making industry of the world. I had noticed a piece of cloth of firm but light texture in the hands of mine host, who

assured me that when dirty required no other treatment than to be placed in the fire, from which it would come forth scathless and cleansed, without injuring the fabric in the least. I resolved to put it to the test, and, sure enough, it withstood the power of the flames and came out perfectly clean. Immediately visions of a corner in the cloth market and dreams of countless millions arose before my eyes. But, alas, for the rude awakening, for after all these optimistical speculations of the future it was a rude shock to be made aware of the fact that asbestos is known in China.

A single day's riding and my long journey ended was the welcome fact that buoyed me up to the pitch of arising long before daybreak the next morning, for with Pao-Ting-Fu left behind, I did not overestimate my abilities in counting on successfully abridging in a day's riding the half a century of miles to the great capital. The approach to Peking from the south-

westward is gorgeous in the extreme, through a scenic paradise whose only duplicate can be itself, interspersed with little villages and farm hamlets which reflect every evidence of thrift.

And if I have said this of the approach to Peking I can say no more, for the thought of success accomplished, and the opportunity of once more resuming home ties and meeting kindred spirits, effectually banished any desire to investigate too closely into my surroundings, and just as the setting sun had gilded the roof of the temples, houses, and walls of Peking, the solitary watchers at the great Yang-Ting gate were thrown into confusion and dismay at the approach of a lone individual on a vehicle of airy texture, the like of which they had never seen before, and half an hour later, sheltered beneath the hospitable roof of the American consulate, my long journey from London to Peking had been ended, and here also must end my narrative.

THE END.



HOW THE QUAKERS REGULATE CYCLING

Philadelphia Recognizes the Power of Wheeling, and Has Framed Effective
Laws for Governing Cyclists—Lamps and Bells Required—No
Scorching Allowed—The Work of the Police

Philadelphia, Pa., Sept. 27.—To properly regulate the ever-increasing travel of bicycles on the crowded streets and thoroughfares is a matter that has caused no little trouble and worriment to the authorities of all large cities, but it is doubtful if a better or more perfect system can be found anywhere than that now in vogue in Philadelphia. Here the wheelmen are kept in strict restraint by special laws and perfect police arrangements, and, as a visitor to the recent national meet expressed it, "to ride a wheel in Philadelphia is a source of continual worriment. The cyclists seem to have that haunted look, and evidently suffer much with the malady popularly called the 'bicycle face.'"

It is not quite as bad as all this, however, for Philadelphia wheelmen are, as a rule, an intelligent class and recognize the necessity of strict laws for the government of riding. And from all appearances they get plenty of pleasure from their wheels.

The Growth of Cycling.

The far-reaching and phenomenal growth in the number of wheelmen during the past few years has demanded special legislation and the enforcement of rules and regulations everywhere. The safety of pedestrians and the wheelmen themselves was at stake and nowhere was this fact better realized than in this city. In the days of the old ordinary when wheelmen were few and far between and, when riding on rough streets

such as Philadelphia at one time possessed was not the most enjoyable pastime in the world, there was little to jeopardize the safety of the public and the wheelmen practically had their own way. Circumstances alter cases, however, and with the advent of the light pneumatic-tired safety and improved highways there was a great change. Thus the wheelmen of today do not enjoy the privileges of a decade ago, but must comply with a dozen different laws or fall into the clutches of the police.

Philadelphia was one of the first large cities to fully appreciate the phenomenal growth of the sport and in the early nineties prepared itself to handle the thousands of wheelmen, who now daily fill the streets. Ten years ago there were less than 5,000 wheelmen in the city. Now the cycling public is estimated at over a quarter million and requires more attention from the police than any other class. The first ordinance for the government of bicycle traffic was passed by both branches of councils on December 31, 1892, and with the exception of one or two additional rules the original is still in force. According to its provisions wheelmen are compelled to carry a lighted lamp and bell, keep both hands on the handle-bars, ride at a moderate rate of speed, and above all comply with the rules of the road. Verbatim the ordinance of 1892 is as follows:

The Ordinance.

The select and common councils of the

city of Philadelphia do ordain that the following are hereby declared nuisances:

1.—Riding a bicycle or tricycle on any highway of the city without having attached thereto a gong or bell that can be distinctly heard a distance of thirty yards.

2.—Riding a bicycle or tricycle after dark without having attached thereto a lighted lamp.

3.—Riding more than three abreast.

4.—Riding at a faster rate of speed than seven miles an hour.

5.—Failure to ring bell or gong when necessary to warn persons of approach of bicycle.

6.—Riding crosswise or curving to and fro on any public highway, or riding without control of machine.

7.—Failing to pass to the right of any vehicle going in the opposite direction.

8.—Failing to pass to the left of any vehicle going in the same direction.

The Regulation of All Vehicles.

Another ordinance, but one armed to regulate the travel of all vehicles, was passed by councils in 1896. It went into effect last February and thus far has fulfilled all expectations. Under its provisions the rules of the road are strictly enforced and failure to keep to the right, at all times means fine and imprisonment. The ordinance in part reads:

An ordinance to regulate travel upon the streets and highways of the city of Philadelphia:

That from and after the passage of this ordinance all persons driving or riding upon the streets or highways of the city of Philadelphia, whether on horseback, in carriages, wagons, or other vehicles, or upon bicycles, tricycles, or other mechanical contrivances, shall at all times drive or ride upon the right side of the street or highway, and shall pass all vehicles traveling in the opposite direction by driving or riding to the right of such vehicles, and shall pass all vehicles traveling in the same direction by driving or riding to the left of such vehicles: Provided, That whenever it shall be necessary for any person driving or riding upon any street or highway to turn from the right side thereof to avoid any obstruction or obstacle, he shall turn again to the right immediately after passing such obstruction or obstacle.

Admirable Police Arrangements.

With these ordinances in force and with the precautions taken by the

police department to patrol the streets, it would seem a foolish and unlikely proceeding for a wheelman to break the law. They do, however, but in nine cases out of ten are speedily arrested and made to suffer for their rashness. The wheelmen are under police supervision in almost every part of the city, on the suburban roads as well as the crowded streets, and escape is very rare. The police regulations are perfect, and in addition to the regular force on duty throughout the city, there is a squad of nearly one hundred bicycle policemen, who, attired in regulation costume, patrol the crowded streets. In the thickly populated section a patrolman is to be found on almost every corner, while on Broad street, the principal boulevard, there are two policemen to every block. Instead of standing on the sidewalk, these "cops," who belong to the reserve corps and are among the tallest policemen in the United States, are required to stand in the middle of the street. Practically speaking, they are the dividing line between the two sides of the street, and all teams must pass to their right or left. In daytime their stalwart forms are easily distinguishable, but after dark they use a red lantern to guide the owners of bicycles and other vehicles. Their work is admirable and has resulted in reducing all risk of collision to a minimum. The bicycle "cop" is original with this city, and the efficient aid he has rendered in suppressing law-breaking has made him a permanent institution. This department of the force is recruited from the regular police and is composed mostly of young men, any one of whom can ride a mile under three minutes. When it comes to a race between "cycle cop" and wheelman, the former invariably lands his prey.

Strange as it may seem, arrests are very numerous and hardly a day passes but what a score or more are

hauled up to the bars of justice. At times the daily average runs higher and instances are cited where enough money has been collected in fines to more than pay the salaries of the entire force of bicycle policemen for a day.

According to the statistics of the police department ninety per cent of the arrests are for fast riding or "scorching" as the "tin can" element expresses it. In the eyes of the law this is one of the worst offenses and lucky is he, who escapes with less than a \$7.50 fine. Should he run anybody down a charge of assault and battery is preferred and a few months in jail is the result. In disposing of "scorching" cases it has always been a hard matter to prove that a rider was exceeding the seven-mile an hour gait unless the word of the officer making the arrest was accepted as proof. Then if the rider pleaded not guilty the magistrate would be in a quandary and would have to use his own judgment. Lately, however, the bicycle policemen have been using some sort of a speed register on their wheels to gauge the speed of scorches and positive proof is furnished. The magistrates, too, have been initiated into the gear question and always ask the gear of the offender's wheel. Should it be a high one, the guilt of the rider, is in their minds an accepted fact and the prisoner is punished accordingly.

Magistrates Lenient Sometimes.

The magistrates are lenient at times, however, and if no damage has been done and the rider offers a plausible excuse for scorching, he is let off with a reprimand. An instance of this kind occurred a few weeks ago. An employe of the Pennsylvania railroad, who was detained in the northern section of the city, had but half an hour to make his train at Broad street station, and knowing it meant thirty days' pay if he failed to report, he so far exceeded the speed limit that he

was "gathered in" by one of the bicycle policemen. When his case was called, however, and he had stated his reasons for riding so fast he was exonerated and allowed to go his way.

The lamp and bell ordinances are very rarely fractured, but there are daily arrests for riding on the wrong side of the street. This is punishable by a fine of \$5.

Women Rarely Offend.

It is very rarely that a woman is arrested for failing to comply with the law. There are upward of 50,000 of the feminine sex using the wheel in the city, and considering their number this is to be marveled at. True to their feminine instincts and fear of the law teaches them to exercise care and if an inquiry was made it would be found that the fair riders know more about existing ordinances relating to cycle riding than their fathers and brothers. They do get into trouble, however, once in awhile, but nine times out of ten it is for running into somebody. Then the case is very rarely pushed and they get off scott free.

Fairmount Park.

To ride in Fairmount park, the largest municipal park in the world, a rider is compelled to comply with a score of laws, or a dozen more than are contained in the city ordinance. The park is managed by a body known as the park commissioners, and while the crowded roads necessitate strict discipline, there are rules which appear entirely unnecessary. For instance, a rider who has met with an accident must leave the park by the nearest exit. He is not allowed to repair his wheel, not even a puncture, under pain of arrest. Neither is the blowing of a horn allowed or the carrying of a musical instrument.

"Machines may be used on the ice," is what another rule reads. Riding a wheel on the ice in cold weather is, however, not very com-

fortable, and few have accepted this kindness of the commissioners. Besides there is no place where ice could form in the park, except on the Schuylkill or the Wissahickon creek, and these bodies of water are under city jurisdiction.

The system of police supervision in the park is much the same as that in the city. Guards patrol the drives on foot and on horseback. Bicycle policemen are also employed when the weather is favorable. The regulations governing the park follow:

Bicycles and tricycles shall possess all the rights and privileges now accorded to carriages drawn by horses (no person shall drive or ride at a rate exceeding seven miles an hour), and shall strictly comply with all rules of the road, and, in addition thereto, will be subject to the following rules and regulations:

Every machine must be provided with a bell which shall be so arranged that it shall be under the complete control of the person riding the wheel, and shall be distinctly heard at a distance of thirty (30) yards, sleigh bells, large gong bells, and continuously ringing bells being inadmissible.

Every machine while in motion must have a lighted lamp after dark, which lamp must be attached either to the axle of the front wheel, the fork, or front standard of the bicycle. Said lamp must show a white light in front, and either no light or a red light in the rear. Chinese lanterns not permitted.

Machines must not be stacked within twenty (20) feet of the driveways, although wheelmen may rest them at proper times and places.

Not more than two machines shall be ridden abreast.

Riding crosswise and curving to and fro strictly prohibited.

Children riding small machines may use the footwalks.

Bicycle coasting within the limits of Fairmount park is prohibited and the rider must not take the hands off handle.

When a wheelman is unable to ride the various hills or roadways in the park he must dismount and push his machine up the adjoining footpath until a suitable level is reached, where he may remount and proceed, provided, there is a footpath adjoining the drive in question.

In any case where a bicycle meets or overtakes any horse which may become restive, such bicyclist shall take every precaution by dismounting or otherwise to avoid danger.

Wheelmen must follow the ordinary rules of the road. In meeting an opposing vehicle they must pass on the right hand side. In passing a vehicle moving in the same direction they must pass on the left hand side. The rule restricting speed to seven (7) miles an hour must be observed.

In case of accident which can not be repaired at the time, the rider must leave the park by the nearest exit.

Blowing of horns, playing of musical instruments of any kind, or having musical instruments, shades, or awnings attached in any way to a bicycle, is forbidden.

Infants or children shall not be carried on bicycles in any manner whatever.

A bicycle shall not be towed by rope or otherwise.

Parties unable to ride wheels safely, will not be permitted to learn to ride on the park drives, but must confine themselves to the place indicated by the commissioners for practicing riding.

Machines may be used on the ice.

These rules will be strictly enforced, and, if willfully violated, the person or persons so doing will be subject to the law governing such cases.

G. M. DIDDLEBOCK.

HOW "LON" PECK STARTS RACES

Boston, Mass., Sept. 28.—"How easily and gracefully that gentleman rides," is a frequent remark made by cyclists taking a spin through Boston's sandpapered parkways. The wheelman referred to is "Lon" Peck, so widely known as an efficient starter at cycle race meets. It really

creates, in the non-rider, a desire to become a pedal-pusher to see "Lon" move away upon his silent steed, for he sits in the saddle with perfect grace and ease, gliding along as though on a toboggan slide. But his expertness as a wheelman is not the object of this article; it is to tel

of the experience he has attained as a starter at cycle race meets.

For eight consecutive years "Lon" Peck has had active service as a starter, during which time he has gained an enviable reputation in this capacity, being able to get all the riders off together nine times out of ten, a "little" trick easier to read about than to do. In reply to queries by a Bearings correspondent yesterday relative to how to start a race, Mr. Peck had this to say:

"The first thing is to see that the track is clear. Get your men out promptly, as by having them line up quickly gives a ginger-like appearance which the spectators appreciate. Be sure to get the right men in the correct places. Let the first to come be the first served. See if the referee has any special instructions. Be sure that the spectators as well as the riders know the time limit, if any. Before sending the riders off see if the umpires are ready for duty. Impress upon the minds of the starters that they must get off the track lively, for if they do not do this in open races they will fall into the habit of looking at their men in handicap races, which will result in some rider running into them and spills occurring.

"Call the numbers loudly in order that the spectators may know where the favorite riders are placed. Before firing the pistol have a man ready to pull the bell should a fall occur within thirty feet of the mark. In handicap events have the flag man about thirty feet ahead of the limit men to give the warning in case of a foul back in the line at the start."

At this point of the conversation the writer inquired of Mr. Peck how he avoided allowing the men stealing distance on him at the start.

"I vary the method of sending the riders away," he began, and con-

tinuing said: "Sometimes I immediately fire the revolver when I ask if the riders are ready, and probably the next time I'll wait a moment before firing. Occasionally



'LON' PECK.

when I hesitate previous to firing some rider will be pushed out a few feet by his starter. The other men on the tape will then wait patiently until he is again in place and even before he gets nicely settled I'll give them the signal to go. One of the best plans in handicap races to get the men off together is to have the clerk of the course and his assistant check off the men together, one beginning at each end and meeting in the center of the line. By this method you know quickly if everything is in readiness, as the checkers finish their work near the point where you give the men the send off."

GEO. W. BULL.

KING JIMMY, THE FIRST

Michael Wins His Third Match With Lesna and Proves That He Is Easily the Middle-Distance Champion of the World—
Competition Records Shattered

New York City, Sept. 25.—Michael led at every mile today, and won the great thirty-three-mile race with Lesna with ease. He gained his first lap at seven miles, took the second at thirteen miles, and at the halfway point had gained the third lap. At twenty-six miles the fourth lap was gained, and at the finish he lacked but 100 yards of gaining his fifth lap.

Manhattan Beach saw nearly as large a crowd today as was seen at the Michael-Starbuck race. Probably 10,000 people attended the race and the contestants divided a considerable sum, the gate money being \$1 per head and the grand stand as much more. Michael started to cut the world's competition records at three miles. He also gained the four-mile mark, but steadily missed the world's records from that time to the finish. From twenty-six to thirty-three miles inclusive he lowered the American competition records and in the hour he did 31 miles, 1,363 yards, and 2 feet, breaking the world's competition hour record of 30 miles, 600 yards, held by Stocks. The American hour competition record also went by the board, that mark having been formerly 30 miles, 293 yards, made by Michael in his former thirty-three-mile race with Starbuck.

Michael called for faster pace all the time as he shot past Lesna time after time and at no point was he worked to his limit. He finished fresh and at the close would say noth-

ing but, "It takes the interest out of a fellow, you know, when he is lapping his competitor and has not a thing to go for but records. The race is won and what's the use of killing oneself for records when they come so easy."

Lesna "Wasn't In It."

Lesna was never in the contest from the outset. He had a slightly punctured tire toward the close when the race was irretrievably lost to him and was compelled to change wheels, losing but a few yards in so doing. Michael jumped to the lead at the outset. In the pacemaking Michael used one sextuplet only; four quadruplets, and a quintuplet completed his pacemaking outfit. Lesna used five sextuplets and one quadruplet with which he started only, keeping the sextuplets in action all the time. The heavy machines allowed of no sprinting and Michael took smaller machines in closing his four laps and in nearly closing the fifth lap. This tells the story of the race, the table tells the rest.

It was 4.45 when the preparations for the great race were started. Much the usual scene ensued. The pacemaking teams, Lesna's in bright red, and Michael's in variegated hues, came out for their practice spins. Michael again had the head of the homestretch, while Lesna was in the ill-fated corner occupied by Starbuck in his great race against Michael. The sixty-five policemen did yeomen

service in holding back the crowd and the pole was clear. The wind was in the faces of the riders in the homestretch, and the flag stood almost straight out but limply. Lesna's five sex teams rode round the track abreast, a very pretty sight, all in their bright red suitings. Each rider had reserve racing men in plenty. Lesna was well received when he encircled the track. Michael was a long time coming out and Manager Pognon made a vigorous protest as he had had his man ready some time. The "Star Spangled Banner" and "Yankee Doodle" welcomed Michael, the music drowning in the cheers of the admiring populace. Shafer won both tosses when he gained the head of the stretch and the pole. Weinig started Michael, and Pat Sheehan sent Lesna away.

Michael Takes the Lead.

The Lutie Johnson quad team started with Michael, the Lesna quad being steered by Randall, with Kimble as a member of the team. It was 5.07 when the race was started. Michael caught his pacemaker twenty yards in the lead, owing to a slight accident to Lesna's machine. Michael took his quint and then a quad in an effort to widen the gap he had temporarily opened. Lesna lost his pacemakers at the mile and one-eighth and Michael gained considerably, having a half lap at the mile and one-third. Lesna was at once placed at a disadvantage. At three miles, Michael had just the length of the homestretch and Lesna seemed to be gaining gradually. The three miles in 5:28 broke Michael's record of 5:29½. Pacemaker after pacemaker was sent out to gain that first lap for Michael. At four miles the Welsh "rarebit" had the record by nearly two seconds in 7:16¼. The five miles was missed for record, owing to a break in the black and white quint. Lesna regained a little

lost ground. Michael jumped ahead in big jumps, and at seven miles he had the lap he was after.

Still Back of Record.

At seven and two-thirds miles Michael went past during a tempest of applause and at eight miles he had gained 100 yards. Lesna was not able to cope with the little fellow at all. Michael gained in big chunks and at nine miles was eleven seconds back of record, Lesna being a lap and another half back. Michael went along like clock work as though he had no gain and Lesna worked hard. Michael was fifteen seconds back at the ten miles in 18:23, the cold wind which had arisen slowing the men. Just finishing twelve miles Michael went by gaining his second lap. He did not stop, but worked along with the same precision, gaining yard after yard, a matter of 100 yards or more to each third-mile. Lesna had not the slightest show and Michael went ahead for the record.

At the fifteenth mile Lesna was regaining slightly, but Michael again gained and at sixteen miles he was 100 yards nearer the third lap gained on the French rider. Michael never tired at his killing work, but pushed his pacemakers to greater endeavors. At the halfway point, seventeen and one-half miles, Michael gained his third lap and went right by at full speed. Lesna was unable to even make the effort to hang to Michael, who started after his fourth lap with the same vigor. Michael was nearing record rapidly and knew it.

Lesna Loses His Pacemakers.

Lesna was riding for all there was in it and in an endeavor to catch Michael lost his pacemaker, again dropping back 100 yards. Michael again gained in jumps and Lesna shouted for faster pace. Michael was aided down the stretch by his pacemakers who sat straight up to keep the wind off the little fellow. Michael was gaining slowly at

twenty-one miles in his effort to make the fourth lap, but was losing gradually in his efforts for the record, owing to the cold wind. The twenty-third mile was in 2:01 and a gain was made on Lesna in that mile. Michael's time for twenty-five miles was 47:04, his time in the three cornered race; world's record, 45:58½. At twenty-six miles Michael closed his fourth lap and for a time hung to Lesna's rear behind his pacemakers. The enthusiasm was at fever heat.

The Finish.

At the finish of the twenty-seventh mile Michael again passed Lesna and

at once started in for a fifth lap, gaining 100 yards in a third of a mile. At thirty miles Michael was back of record—the world's record being 57:53½ and the American competition record 59:44 made by Michael in his race with Starbuck. At the finish Michael was but 100 yards back of Lesna on his fifth lap gain.

The short races of the day resulted:

One-mile open, amateur—George Schofield, first; Ray Dawson, second; F. W. Richt, third. Time, 2:33.

One-mile handicap, professional—Huffstetler, 60 yards, first; Crooks, 100 yards, second; Charlie Price, 90 yards, third; Monte Scott, 60 yards, fourth. Time, 2:05½.

Half-mile handicap, amateur—Ray Dawson, scratch, first; F. W. Richt, 15 yards, second; O. V Babcock, 10 yards, third. Time, 1:01½.

STATISTICS OF THE MICHAEL-LESNA RACE.

World's competition.			American competition.			World's against time.			American against time.			Leader.	By.	Time.
M.	Holder.	Time.	Holder.	Time.		Holder.	Time.		Holder.	Time.				
1/4	Brown...	:28%	Brown...	:28%		Johnson...	:20%		Johnson...	:20%		Michael	10 yards	:33%
1/4	O'Connor...	:55	O'Connor...	:55		Johnson...	:44%		Johnson...	:44%		Michael	20 yards	1:00%
1/4	Ziegler...	1:19	Ziegler...	1:19		Hamilton...	:58%		Hamilton...	:58%		Michael	40 yards	1:18%
3/4	Tyler...	1:33%	Tyler...	1:33%		Johnson...	1:10%		Johnson...	1:10%		Michael	40 yards	1:25%
1	Michael	1:49	Michael	1:49		St.cks...	1:35%		McDuffie...	1:38%		Michael	40 yards	1:53%
2	Michael	3:37%	Michael	3:37%		Betts...	3:27%		Michael	3:33		Michael	1/2 lap	3:38%
3	Michael	5:29%	Michael	5:29%		Betts...	5:13%		Michael	5:20%		Michael	1/2 lap	5:28
4	Michael	7:18%	Michael	7:18%		Betts...	7:02%		Michael	7:12%		Michael	1/2 lap	7:16%
5	Michael	9:05%	Michael	9:05%		St.cks...	8:50%		Michael	9:06%		Michael	1/2 lap	9:08
6	Michael	10:50%	Michael	10:50%		Betts...	10:43		Michael	10:56%		Michael	1/2 lap	10:57%
7	Michael	12:42%	Michael	12:42%		Betts...	12:35		Michael	12:53		Michael	1/2 lap	12:48
8	Michael	14:32%	Michael	14:32%		Betts...	14:26		Michael	14:45%		Michael	1 1/4 laps	14:41
9	Michael	16:19%	Michael	16:19%		Betts...	16:15		Michael	16:35%		Michael	1 1/4 laps	16:30%
10	Michael	18:08%	Michael	18:08%		Betts...	18:02%		Michael	18:27%		Michael	1 1/4 laps	18:23
11	Michael	19:56%	Michael	19:56%		St.cks...	20:10%		Michael	20:43		Michael	1 1/4 laps	20:13%
12	Michael	21:46%	Michael	21:46%		St.cks...	22:01%		Michael	22:37		Michael	2 laps	22:05
13	Michael	23:35	Michael	23:35		St.cks...	23:54%		Michael	24:31		Michael	2 1/4 laps	23:57%
14	Michael	25:51%	Michael	25:51%		St.cks...	25:49		Michael	26:31		Michael	2 1/4 laps	25:50%
15	Michael	27:14%	Michael	27:14%		St.cks...	27:41%		Michael	28:33		Michael	2 1/4 laps	27:43
16	Michael	29:05%	Michael	29:05%		St.cks...	29:31%		Michael	30:17		Michael	2 1/4 laps	29:35%
17	Michael	31:01%	Michael	31:01%		St.cks...	31:20		Michael	32:04		Michael	2 1/4 laps	31:30%
18	Michael	32:53%	Michael	32:53%		St.cks...	33:12%		Michael	34:07		Michael	3 laps	33:25
19	Michael	34:48	Michael	34:48		St.cks...	35:07%		Michael	36:01		Michael	3 laps	35:24%
20	Michael	36:41%	Michael	36:41%		St.cks...	37:01%		Michael	38:00		Michael	3 1/4 laps	37:19%
21	Michael	38:30%	Michael	38:30%		St.cks...	38:58%		Michael	39:53		Michael	3 1/4 laps	39:13%
22	Michael	40:25%	Michael	40:25%		St.cks...	40:46		Michael	41:46		Michael	3 1/4 laps	41:10%
23	Michael	42:14	Michael	42:14		St.cks...	42:41%		Michael	43:40		Michael	3 1/4 laps	43:11
24	Michael	44:08%	Michael	44:08%		St.cks...	44:37%		Michael	45:35		Michael	3 1/4 laps	45:09
25	Michael	45:58%	Michael	45:58%		St.cks...	46:32%		Michael	47:27		Michael	3 1/4 laps	47:04
26	Unknwn	-----	Michael	51:20%		St.cks...	48:24%		Michael	49:22		Michael	4 laps	48:50%
27	Unknwn	-----	Michael	53:25%		St.cks...	50:19		Michael	51:20		Michael	4 laps	50:51
28	Unknwn	-----	Michael	55:29%		St.cks...	52:09%		Michael	53:16		Michael	4 1/4 laps	52:43
29	Walters	57:57%	Michael	57:36		St.cks...	54:01%		Michael	55:10		Michael	4 1/4 laps	54:38%
30	Walters	-----	Michael	59:44		St.cks...	55:50		Michael	57:04		Michael	5 laps	56:33
31	Unknwn	-----	Michael	61:52%		St.cks...	57:43		Michael	58:58		Michael	5 1/4 laps	58:30%
32	Unknwn	-----	Michael	64:01%		St.cks...	59:32%		-----	-----		Michael	5 1/4 laps	60:25%
33	Unknwn	-----	Michael	66:14%		St.cks...	61:34%		-----	-----		Michael	5 1/4 laps	62:17%

World's competition hour record—Stocks, 30 miles, 600 yards.

American competition hour record—Michael, 31 miles, 1,363 yards.

World's hour record against time—Stocks, 32 miles, 1,086 yards.

American hour record against time—Michael, 31 miles, 120 yards.

Saturday, Michael covered 31 miles, 1,450 yards in one hour, breaking all records excepting Stocks' record against time.

F. ED. SPOONER.

CORDANG'S TWENTY-FOUR-HOUR RIDE

Details of the Dutchman's Wonderful Performance—He Stopped Three Times, and Had an Easy Time Breaking the Record—Death of W. S. Holding—Holbein's Accident

London, Sept. 18.—The attempt of Cordang to beat Huret's world's record of 564 miles, 1,510 yards for twenty-four hours on the Crystal Palace track last Wednesday and Thursday proved eminently successful. Favored by calm, fine weather throughout, paced by seven quads and three quints, all fitted with wind shields similar to those used in Huret's ride, and judiciously fed, Cordang accomplished a splendid performance, which is not likely to be surpassed this year. Starting at a moderate speed of twenty-eight miles an hour, Cordang did not get inside Huret's figures until four hours had expired, when he had a lead of 600 yards. He never fell behind from this point, although at twelve hours his advantage was not very great.

It was during the second twelve hours that his superiority became conspicuous. With 116 minutes to ride, Cordang had equaled Huret's full total of 564 miles, 1,510 yards. In the balance of time at his disposal the Dutchman covered 51 miles and some yards, piling up a total score of 616 miles, 340 yards by the time the pistol fired. His stoppages—three in number—only occupied nineteen minutes during the twenty-four hours. While riding he occasionally sponged his face and took food consisting of broth, chicken, bananas, eggs, and other easily digested articles.

In the final hour he covered 28 miles, 1,440 yards, or 745 yards more than in the first. The 600th mile was done in 1:58 $\frac{3}{4}$, and the 597th in 1:57 $\frac{1}{4}$. As this would indicate, he finished in splendid condition. During the whole ride he was cheerful and self-possessed, occasionally demanding faster pace. He never had a bad time. When the pistol fired, Cordang eased up for a lap or so, and then resumed full speed for the five miles more, necessary to reach 1,000 kilometers. His full time for this distance was 24:12:21 $\frac{1}{4}$, or 16 hours, 24 minutes, 34 $\frac{1}{4}$ seconds inside the record made by Corre at Lille in March, 1894—40:36:56.

Cordang had an immense reception on dismounting. Some thousands of spectators watched the close of his ride. His average pace throughout was 25 $\frac{3}{4}$ miles per hour, as compared with Huret's average of 23 $\frac{1}{2}$ miles. Pem Coleman, W. Dutton, and E., A. Powell, N. C. U., took the times—the last named confining himself to clocking the kilometers. The chief times and the hour distances follow:

The Times.

Mls	Time.	Kils.	Time.	Prev. Bsts.	Hldr.
50	1:45:50 $\frac{1}{2}$	100	2:11:27 $\frac{3}{4}$		
100	3:32:41 $\frac{1}{2}$	200	4:25:10 $\frac{1}{2}$	4:28:04	Huret
150	5:23:01	300	6:48:08 $\frac{1}{2}$	6:53:03 $\frac{3}{4}$	Huret
200	7:20:27	400	9:17:36 $\frac{1}{2}$	9:25:06 $\frac{1}{2}$	Huret
250	9:21:03 $\frac{1}{2}$	500	11:45:01 $\frac{1}{2}$	11:57:58 $\frac{1}{2}$	Huret
300	11:20:25 $\frac{3}{4}$	600	14:11:45 $\frac{1}{2}$	14:41:26 $\frac{1}{2}$	Huret
350	13:22:01 $\frac{1}{2}$	700	16:37:34 $\frac{1}{2}$	17:31:31 $\frac{1}{2}$	Huret
400	15:18:47	800	19:10:16 $\frac{1}{2}$	20:45:59 $\frac{1}{2}$	Huret
450	17:18:10 $\frac{1}{2}$	900	21:49:06 $\frac{1}{2}$	23:46:28 $\frac{1}{2}$	Huret
500	19:17:28 $\frac{1}{2}$	1000	24:12:21 $\frac{1}{4}$	40:36:56	Corre
550	21:25:5	-----	-----	-----	-----
600	23:26:34 $\frac{1}{2}$	-----	-----	-----	-----



CORDANG.

Score by Hours.

Hrs.	Mls.	Yds.	Hrs.	Mls.	Yds.
1.....	28	695	13.....	340	575
2.....	50	1,240	14.....	366	845
3.....	84	1,600	15.....	392	125
4.....	112	1,450	16.....	417	1,750
5.....	139	1,600	17.....	442	25
6.....	165	1,300	18.....	468	590
7.....	191	720	19.....	493	130
8.....	216	760	20.....	517	660
9.....	241	280	21.....	539	1,155
10.....	266	790	22.....	563	775
11.....	291	287	23.....	587	660
12.....	317	600	24.....	616	340

Items of Interest.

W. J. Neason broke the London to Brighton and back road record last Saturday by covering the 104 miles

in 5:06:42, as compared with R. Palmer's 5:09:45 in July last.

At the Palace on Monday, James, Monk, Slann, Malone, and Pope, on a quint, beat world's records for that type from two to five miles, their respective times for these distances being 3:42½ and 9:11½.

The Cuca, Dibble Shield, and Hanapers races, the first two of which would have taken place today, are definitely postponed for the season. The London County Club will place

its case before the appeals committee.

It is with the deepest regret I have to record the death of William Staite Holding, well known to Bearings readers as "Harold Quill," who passed away last week, on Friday, aged thirty-one years. The immediate cause of poor Holding's decease was hemorrhage of the lungs, following on peritonitis. The funeral took place on Wednesday at Shooters Hill Cemetery.

M. A. Holbein, while attempting the twenty-four-hour road record on Tuesday, collided with a motor tri-cycle pacing him and fell heavily. A tandem rode over him and Holbein now lies suffering from a fractured thigh which has not yet been set. He is reported to be progressing favorably.

Stocks' Standing Mile.

After the Vase race, J. W. Stocks took a holiday on the Yorkshire moors and returned to London wonderfully recuperated. Last week I described how he had reduced the flying start mile record to 1:35 $\frac{2}{5}$. On Saturday last, when singularly

calm, warm weather prevailed, Stocks made an attempt on the standing start mile, held by Platt-Betts at 1:45 $\frac{1}{5}$ (world's record). Splendidly paced, Stocks finished at better speed than he commenced, shearing off 1 $\frac{1}{5}$ seconds from Betts' time, and completing the distance in 1:44. His time for the three-fourths, 1:18 $\frac{2}{5}$, was also a world's record. Pem Coleman timed, and the venue, I need hardly say, was the Crystal Palace.

Ten minutes later Stocks made an attack on the five-mile record. Here he had a harder task, for although the pace seemed very warm, he remained outside Betts' previous world's records up to four miles, which were covered in 7:03 $\frac{4}{5}$. Then putting in a rattling final mile in 1:47, Stocks clipped off three whole seconds, bringing down the figures for the full distance to 8:50 $\frac{4}{5}$. Quite a number of people witnessed Stocks' feats and he was accorded a round of applause as he walked near the stand to his dressing room.

C. W. HARTUNG.

CHERRY A CHAMPION

London, Sept. 27.—[Special cablegram to Bearings.]—The fifty-mile N. C. U. championship was run today and was won by A. J. Cherry in 1:53:45 $\frac{2}{5}$. This is the third and last championship won by A. A. Zimmerman in 1892.

C. W. HARTUNG.

MORE RECORDS FOR STOCKS

London, Sept. 27.—[Special cablegram to Bearings.]—J. W. Stocks had another go at the hour record at the Crystal Palace track today, and, admirably paced, put the new figures up to 32 miles, 1,086 yards, breaking his own previous record of 32 miles, 440 yards. In his ride Stocks broke all world's records from six to thirty-three miles and from five to fifty kilometers. The thirty-three miles were ridden in 1:01:34 $\frac{2}{5}$ (previous best, 1:02:17 $\frac{4}{5}$, by Michael) and the fifty kilometers in 56:50 $\frac{1}{5}$.

C. W. HARTUNG.

BALD OUT OF REACH

The White Flyer Still Leading in Both the Points and Percentage Tables—
Practically Undeclared for the Past Three Weeks—Circuit
Meets at Washington, Trenton and Buffalo

Trenton, N. J., Sept. 26.—E. C. Bald is rapidly drawing away from all the riders represented in the thermometer and is nearing the .900 mark in the percentage table. For the past three weeks, Bald has been an undefeated man and has daily added to his percentage. He has .198 per cent more than Stevens, the nearest man, and nearly .300 per cent more than Cooper. Bald has passed the 200 mark in the defeat of men on the circuit, being just double the number of men defeated by Cooper the present season on the National circuit.

Cooper and Gardiner lost heavily in percentage at the Washington meet, especially the former. Cooper ran last in one race and secured fourth in another and his percentage was cut down from .648 to .619. Cooper's poor showing at the Washington meet was due to a boil on his right leg above the knee.

Stevens, Newton, Taylor, Loughhead, Nat Butler, Fred Hoyt, and Newhouse did not compete on the circuit the past week and their percentages remain the same.

The present week finds Bald with 100 points to his credit and the winnings of \$2,380 in prize moneys, not including special prizes for exhibitions, etc. Bald has nearly doubled Gardiner in points and seems to be out of reach of all in this table. There remain forty days of racing, but the man who could head Bald in

this time would surely make a remarkable record for himself.

Tom Cooper has forty points to his credit and occupies third position in the tables.

A. C. Mertens gained two points the past week and added a little to his winnings. All the other cracks remain the same.

Points and Prize Winnings.

Bald.....	100	\$2,381.00
Gardiner.....	55	1,230.00
Cooper.....	40	929.00
Taylor.....	34	680.00
Mertens.....	33	797.00
Stevens.....	30	725.00
Butler, N.....	30	640.00
Newton.....	27	640.00
Kimble.....	22	525.00
McFarland.....	22	800.00
Hoyt.....	20	370.00
Loughhead.....	18	245.00
Newhouse.....	18	305.00
Coleman.....	12	400.00
Butler, T.....	11	250.00
Titus.....	9	1,175.00

EXCITEMENT AT WASHINGTON.

Washington, D. C., Sept. 24.—Over 200 people, crowded in two electric street cars, had a most fortunate escape from death today. The brakes on the motor car refused to work and the train ran away down a hill, jumped the track at the bottom of the hill and turned over. Nearly all the circuit chasers were on the cars, among whom were Arthur A. Zimmerman, E. C. Bald, Tom Cooper, A. C. Mertens, Pat Macdonald, James Temple, Geo. S. McLeish, F. E. Schefski, Tom Eck, and A. E. Webb. The brakeman could not stop the cars by putting on the brakes. Tom

Eck, who was in the second car, jumped to the front platform of that car and put down the brake, but the speed of the cars didn't slacken. At the bottom of the hill there was a sharp turn in the track and when the car hit this turn it jumped the tracks and rolled over, being stopped from going down the hill by some very large boulders that lay alongside the track. Over two-thirds of the people had jumped off the cars while in motion and were badly scraped and bruised. The circuit chasers stayed with the cars until the last and when the car struck the turn all made a jump, for just ahead, not more than thirty feet, was a deep gully spanned by a bridge.

Bald sprained his ankle; Gardiner slipped when he jumped and fell on his head and shoulders, but was not seriously hurt; Cooper was thrown against a seat and the wind was knocked out of him. The circuit chasers paid little

PERCENTAGE		
Bald		.875
Stevens		.677
Cooper		.619
Gardiner		.618
Newton		.610
Mertens		.607
Taylor		.607
Loughead		.576
N. Butler		.572
Hoyt		.565

attention to themselves and immediately helped the distressed. Many of the women had remained in the cars, and their screams were most heartrending. When all had been quieted down it was found that no bones had been broken.

The Races.

The races were delayed until long after three o'clock on account of this accident. Not over 1,000 people were present to witness the exciting racing. The third-mile track was in poor shape on account of the rain of the day previous, and it was impossible to make fast times. Tom Cooper, who was just beginning to ride well again, had a setback by the coming out of a large boil on his right leg, just above the knee.

Zimmerman was present and rode a mile exhibition in 2:10 $\frac{1}{4}$. The "Skeeter" was loudly applauded when he appeared on the track. A triplet was employed to pace him and he followed the pace with ease, sitting

up all the way in his ride. Finishing the third lap, Zimmy sprinted away from his pace entering the last turn and beat them out nearly 100 yards. The "Skeeter" has a good sprint at present.

The heats of the two-thirds-mile open, professional, were the first on the programme. The pacemakers were picked from among the contestants. Bald was selected to pace the first heat, in which he qualified for pacing. Arthur Gardiner won the heat riding a 70-inch gear. William Sims ran second, four lengths back of Gardiner. The time was 1:39 $\frac{1}{4}$.

Tom Cooper was chosen to pace the second heat. Fred Sims looked like the winner of this heat at the head of the stretch, but Mertens closed with him and passed him coming down the straight, winning out by a length from Sims. The time was 1:42.

Bald as Usual.

The line-up for the final had Gardiner on the pole with Mertens next, then William Sims, Fred Sims, Bald, and Tom Cooper on the outside. No pacemaker was placed in the race. Bald went to the lead from the start off and paced the first lap. Cooper was in last position and came up for the second lap, William Sims going round Cooper. At the bell, Mertens took the lead. Gardiner, who had been left in last position, gradually worked his way to the front on the pole, going on the inside of the men. Rounding the last turn the field went round Cooper and left him in last position. Bald jumped to the front and came down the stretch a winner, pushed closely by Gardiner, who was beaten out by half a wheel. Mertens was third, a length back. Cooper ran last, being unable to go on the outside of the bunch owing to the soft track which could only be ridden at speed on the pole. The time was 1:53 $\frac{1}{4}$.

The riders in the professional mile open were placed in two heats, the

first of which was paced by Mertens. Tom Cooper won the heat easily, Fred Sims running second. Mertens qualified for pacing. The time was 2:30.

Gardiner paced the second heat, which was won by Bald, beating Geo. S. Ball out by three open lengths in 2:36.

Bald Again.

For the final, the men lined up on the tape in order—Cooper, Bald, Fred Sims, George Ball, A. C. Mertens, and Arthur Gardiner. At the crack of the gun, Bald jumped and took the lead, which he held for the first lap. Cooper came up from the rear for the second lap; then Fred Sims came up with Bald on his rear wheel. Bald again took the lead on the last lap on the backstretch. Just entering the last turn, Cooper jumped Bald and took the lead, but was passed again in the homestretch by Bald. Gardiner had been sifted back in the many changes of positions and swung high on the turn, coming into the homestretch to round the bunch, but came to a standstill in the soft dirt. Twenty feet from the tape, Fred Sims and Mertens passed Cooper and crossed the tape in order two lengths back of Bald the winner. Cooper was fourth by inches. The time was 2:56, the slowest mile professional race run this season.

Couldn't Catch the Limit Men.

The two-mile professional handicap was an interesting race and was hotly contested until the limit men were caught. Bald, Cooper, and Gardiner were on scratch, and it was a cinch that these three men would close with the field early in the game. G. S. Ball, at 200 yards, and W. F. Throop, 180 yards, were the limit men. At the start of the race, Bald took the first quarter, Gardiner coming up for the second, and Cooper took the third. Ball and Throop had a good lead and the back-mark men gained very little.

Bald took the fourth quarter and closed with the second bunch, Fred and William Sims, Mudd, Miller, and Mertens. The pace slowed up here and the limit men gained a little. On the last lap the back-mark men nearly closed the wide gap, but the limit men won out by two lengths. Ball, 200 yards, won by half a wheel from Throop, 180 yards. Bald secured third with Mertens fourth. Gardiner was deliberately fouled on the homestretch and thrown by Sims. The time was 5:06½.

Fred Schade won the mile invitation and the five-mile handicap from fields of the best amateurs in this part of the country. Schade is out for Zimmerman's record of 101 firsts for the season and has now fifty-seven firsts to his credit. He was a favorite at the meet and great interest was taken in his riding by the spectators.

Summaries.

One-mile invitation, amateur—Fred Schade, first; Dane Miller, second; A. C. Moran, third. Time, 2:56½.

Two-thirds-mile open, professional—E. C. Bald, first; Arthur Gardiner, second; A. C. Mertens, third. Time, 1:53¾.

Two-thirds-mile handicap, amateur—C. J. Mueller, 85 yards, first; L. Counsellman, 85 yards, second; William Brearly, 60 yards, third. Time, 1:32¾.

Five-mile handicap, amateur—Fred Schade, scratch, first; E. L. Wilson, 30 yards, second; E. L. A. Todd, 400 yards, third. Time, 14:29.

One-mile open, professional—E. C. Bald, first; Fred Sims, second; A. C. Mertens, third. Time, 2:56.

Two-mile handicap, professional—Geo. S. Ball, 200 yards, first; W. F. Throop, 130 yards, second; E. C. Bald, scratch, third. Time, 5:06¾.

GOOD MEET AT TRENTON.

Trenton, N. J., Sept. 27.—Trenton had one of the largest professional entry lists of the year here today. Every prominent riding man on the path was present at the meet. Over 7,000 people attended the races, and the half-mile track was lined with people on both sides of the homestretch. The wind was blowing down the stretch, and the finishes of the races were all fast. Jimmy Michael, the middle-distance champion of the world, was present and rode a five-mile exhibition.

The first race called out was the heats of the professional mile open. Two men qualified in each heat. Kiser won the first heat, with McFarland second, in 2:22¾. The second heat was won by Gardiner from Fred Loughhead in 2:20. Bald won the third heat, pulling Freeman into second position. The time was 2:18¾. Cooper won the fourth heat, with Brown two lengths back for second. The time was 2:16½.

Bald Wins the Mile Open.

The line-up for the final mile open, professional, was Cooper, Bald, Gardiner, Kiser, Brown, Freeman, Loughhead, and McFarland. No pacemaker was placed in the race. Ten dollars was given to the first man at each quarter, which did away with the pacemaker. McFarland secured the lead from the start and took the first quarter. Gardiner came round on the turn and crossed the tape first for the second. McFarland went up for the third quarter and held the lead around the turn. Coming into the stretch, Bald shot out of the bunch and led all the way to the tape winning by a wheel. Loughhead beat Kiser out for second place. Cooper, from the rear, worked his way partly through the bunch on the pole, but could not get to the front. Brown, Gardiner, Freeman, and McFarland also ran. The time was 2:27½.

Michael's Exhibition.

Jimmy Michael came out next with twenty-four pacemakers to ride five miles against his former track record made here last year in 9:51½. His time for the five miles today was 9:32½, breaking his former track record here. Fast time could not be made on account of the strong wind.

Cooper in a Handicap.

The qualifiers in the heats of the professional two-mile handicap were Cooper, scratch; Nat Butler, 30 yards; Stevens, 60 yards; Coleman, Johnson, and Brown, 90 yards; Vernier and

Colgan, 120 yards; Caldwell, Miller, and Walsh, 150 yards; Lee and Maya, 180 yards; Hawthorne, 240 yards, and Ashinger, 270 yards. Cooper closed with Butler on the backstretch. In the first lap, at the end of the first mile, Cooper and Butler were 100 yards in the rear of the front bunch. Coming into the stretch for the last lap Cooper and Butler closed with the field, both men going up to the front. As the men swung into the home-stretch, Butler came to the front and led all the way down the stretch, winning out in a beautiful sprint. Brown beat out Cooper by a foot for second place and J. E. Walsh ran fourth. The time was 4:35.

Summaries.

One-mile novice—R. E. Cunningham, first; J. Edgar, second; O. Houghton, third. Time, 2:40.

One-mile open, professional—E. C. Bald, first; Fred Loughhead, second; Earl Kiser, third. Time, 2:27½.

One-mile open, amateur—G. H. Collett, first; E. C. Hausman, second; Ray Dawson, third. Time, 2:20½.

One and one-half-mile tandem, amateur—E. C. Hausman and G. H. Collett, first; Jack Jasper and W. C. Roome, second; F. A. Minz and mate, third. Time, 3:13½.

Two-mile handicap, professional—Nat Butler, 30 yards, first; A. I. Brown, 90 yards, second; Tom Cooper, scratch, third. Time, 4:35.

One-mile handicap, amateur—E. C. Hausman, scratch, first; G. H. Collett, scratch, second; Ray Dawson, scratch, third. Time, 2:20.

ON THE CIRCUIT EXTENSION.

Buffalo, N. Y., Sept. 28.—The circuit chasers arrived in this city at noon today in their special cars, the "Iolanthe" and "Pickwick." Two thousand people met the visiting wheelmen at the depot and they were given a hearty reception. Immediately after dinner the party was paraded through the streets of the city in twelve hacks. After the parade, the cracks were driven to the track where they rode at the national meet on the circuit extension. Four thousand people crowded the grand stand. This will be the last meet given by the Buffalo Athletic Field management this season. The cracks will not be seen here again until next year on their return from the City of Mexico.

After the races many visited the training quarters of the men and bade them farewell and good luck on their southern trip. Camera fiends hid themselves in all available places to secure snap shots of the cracks.

The races started at 2:30 sharp, the mile open being the first professional event run. In the five heats, the first man in each qualified for the final, and those running second started in another heat, the winner of which also started in the final. A. C. Mertens won his heat by an eighth of a mile by making a sneak at the half mile. H. B. Freeman, holder of the mile straightaway record of 1:28¾, won his heat from Nat Butler in a close finish. Bald rode away from the men in his heat, winning by many lengths to the great amusement of the spectators. Cooper won the first heat, with Taylor second. Kimble and Taylor started in the consolation heat and Kimble asserted that a "negro" would never beat him, and he kept his word by beating Taylor by two open lengths.

Bald Outrides Cooper.

In the line up for the final, Freeman took the pole with Mertens, Cooper, Bald, Kiser, and Kimble following in order. Louis Callahan and William Buse paced the contest. At the crack of the gun Cooper jumped and secured the pacemaker. Mertens was slow in getting away and rounding into the backstretch sprinted past the pacemaker and dropped in on the pole. Cooper would not give up his position to Mertens, who dropped back another position and forced Kiser out of second place. Kiser rode on the outside the whole distance of the race. The order behind the pacemaker then was Cooper, Mertens, Freeman, Kiser on the outside, and Bald, with Kimble hugging Bald's rear wheel. At the bell the pacemakers dropped out. Freeman made a sneak on the backstretch and opened up three lengths. Cooper shot out

in hot pursuit and closed the gap with Bald on his rear wheel. Rounding into the homestretch, Bald came abreast with Cooper and the two rode as they never rode before. Bald was in the center of the track and without one waver in his ride outrode Cooper in the stretch, winning by two open lengths. Cooper rode on the pole and had a clear track ahead, but Bald opened up on coming down the stretch. Mertens was two lengths back of Cooper, with Freeman, Kiser, and Kimble following in order. When Bald passed Cooper the people rose to their feet in the grand stand and yelled "Bald," "Bald," for nearly five minutes. The greatest excitement prevailed and Bald was loudly cheered upon his every appearance upon the track. The time was 2:09.

Big Four on Scratch.

In the heats of the professional mile handicap, Bald, Kiser, Gardiner, and Cooper started from scratch. For the first time this season these four men started in a handicap race at one meet. Cooper was the only scratch man to qualify, gaining fourth position in his heat. In the final, the men bunched at the beginning of the third lap. Cooper had made a hard ride to catch the field. McFarland went to the front on the last lap, closely followed by Willy. Entering the homestretch, McFarland had the lead which he held all the way across the tape, winning by half a wheel from Willy, with Fred Hoyt and Freeman following in order a close third and fourth. The time was 2:05½.

Fourteen men started in the final of the professional two-mile handicap. O. S. Kimble, Mertens, and Nat Butler started from scratch; McFarland, Major Taylor, and Johnson from 25 yards; Callahan, 70 yards;

Freeman, 90 yards; Coleman, 70 yards, and Hoyt, 50 yards. Willy and Lejeal at 170 yards were the limit men. The two limit men held their lead well up the first mile. The back-mark men had all bunched and were riding hard to close the gap. At the mile and a half the back men loafed, and Willy and Lejeal opened up a larger gap. The two limit men won out, with Willy first from 170 yards, and Lejeal, from the same mark, second. The mix-up in the back bunch on the last lap was more than interesting. McFarland had the lead. Johnson came to the front on the backstretch and started the sprint. Rounding into the homestretch, Nat Butler shot out of the middle of the bunch and ran away with the race in a grand finish. Major Taylor was fourth by a wheel back of Butler. The time was 4:22¾.

Exhibition Rides.

Earl Kiser rode a mile exhibition behind a triplet in 1:50¾, which is track record. Major Taylor rode a mile in 1:53¾. Bald tried for the mile and broke his wheel after riding the first quarter in :24. He secured another wheel and came out on the track amid loud applause. He rode the mile in 1:49¾, riding the fastest mile ever ridden behind triplet pace.

Summaries.

Quarter-mile novice—C. F. Boine, first; R. Yeamans, second; R. J. Howe, third. Time, :35.

One-mile handicap, amateur—A. E. Longnecker, 20 yards, first; W. E. Detemple, 15 yards, second; E. P. Washburn, 110 yards, third. Time, 2:08¾.

One-mile open, professional—E. C. Bald, first; Tom Cooper, second; A. C. Mertens, third. Time, 2:09.

One-mile open, amateur—A. E. Longnecker, first; J. M. Schood, second; E. E. Denniston, third. Time, 2:12½.

One-mile handicap, professional—F. A. McFarland, 40 yards, first; G. Willy, 90 yards, second; Fred Hoyt, 40 yards, third. Time, 2:05¾.

Two-mile handicap, professional—Geo. Willy, 170 yards, first; A. Lejeal, 170 yards; second; Nat Butler, scratch, third. Time, 4:22¾.

F. ED. SPOONER.

NEWS IN GENERAL

AN EIGHT-CORNERED MATCH.

Bald Wins a Fine Race From Cooper at Philadelphia—Kiser Doesn't Ride—The Other Races.

Philadelphia, Pa., Sept. 25.—The grand fall tournament of the Quaker City Wheelmen was celebrated at the Tioga park track today. Over 5,000 people were present to see the races and much enthusiasm was shown in all the events. Nearly 500 people were sitting around the edges of the track. The grounds are all covered with lawns and many of the people preferred these to the grand stand.

All the cracks were present, with the exception of the usual missing one, Earl H. Kiser. The principal event of the day and the one in which the most interest was centered, was the great mile invitation race with eight men up. The eight men were Arthur Gardiner, O. L. Stevens, E. C. Bald, Tom Cooper, Nat Butler, John S. Johnson, Fred Loughhead, and C. A. Church. The men were placed in heats of two each and were sifted down to the final to Bald and Cooper. This brought the two great rivals for the national championship of America together in a match race by themselves for the first time this season. Cooper would certainly have won the race had not Bald fouled him when entering the homestretch by running round Cooper and cutting in on the pole.

The Invitation Mile.

It was after three o'clock when the men were called out for the heats of the mile invitation. The men were selected by lot for the heats, and Gardiner and Stevens were the first

two to compete. A pacemaker was placed in all heats. Gardiner and Stevens lined up on the tape and when the gun went off to start the race neither man moved. One waited for the other to take the pacemaker. Chairman Mott, who was referee, stopped this kind of work right at the start and no trouble was had after. Gardiner took the pacemaker and Stevens followed. Coming round for the finish on the last lap, Gardiner jumped away from Stevens and played with him coming down the stretch, crossing the tape sitting up. The time was 2:45.

For the second heat, Tom Cooper and Nat Butler lined up. At the crack of the gun, Butler shot out and took the pacemaker, followed by Cooper. On the backstretch, Cooper jumped Butler after the bell had rung. Rounding into the turn, Nat came round up to the side of Cooper but could not pass. Cooper crossed the tape winner by three open lengths. The time was 2:15.

In the third heat, Fred Loughhead, the mile champion, and John S. Johnson competed. The men were slow to start, and Johnson was forced to take the pacemaker, who was picked up on the backstretch. Coming into the backstretch for the last lap, to make Loughhead sprint, Johnson tried the French game of coming up quick and then dropping back, but Loughhead could not be worked. Coming into the homestretch, Johnson was left behind and Loughhead crossed the tape a winner in 2:27¾.

The fourth heat was contested between Bald and Church and proved the most interesting of the four heats. Bald forced Church to take the pace

from the start. Coming round for the last lap, Bald sprinted away from Church at least six lengths in the homestretch. Twenty yards from the tape Bald quit pedaling, but Church kept up his speed. Just as Bald struck the tape, Church flashed by and made the race a dead heat when Bald could have won easily had he kept on. The time was 2:24½. The heat was not run over, but the two men were allowed to enter the semi-final.

The First Semi-Final.

In the first semi-final, Cooper and Loughhead were pitted against each other. At the start off, Cooper took the pacemaker without hesitation. The finish at the end of the mile was a desperate one between the two men, who rode the last quarter hard. Cooper won out by half a wheel in the good time of 2:16.

The second semi-final brought out Bald and Church, who ran a dead heat. Bald was forced to take the pacemaker, the other two holding back. Gardiner dropped into second place and Church last. The pacemaker dropped out on the backstretch for the last lap. As the three men swung into the turn, Gardiner jumped and gained three lengths on his two fellow-competitors. Rounding into the turn, Gardiner slipped his pedal, but his speed did not decrease much. Bald took after Gardiner, and in a beautiful sprint down the stretch closed the wide gap and passed Gardiner ten feet from the tape. Bald was loudly applauded by the spectators for his fine ride. The time was 2:14½.

As Cooper and Bald lined up for the final, the spectators yelled "Bald!" "Bald!" "Cooper!" "Cooper!" and the greatest excitement prevailed for a few moments. A tandem was put in to pace the contest. At the crack of the gun, Cooper jumped for the pacemaker and Bald took second position. No change occurred during

the first two laps of the ride. The tandem dropped out on the backstretch for the last lap. Cooper was left in the lead which he held into the middle of the turn. Here Bald jumped from behind, going around Cooper, who had also started his jump. Bald nearly rubbed Cooper in going by and had hardly passed him when he shot down on the pole directly in front of Cooper just as the two men swung into the homestretch. Cooper slowed up a little, then went round Bald and coming down the short stretch made up the whole length lead which Bald had. The two men flashed over the tape but a tire's width apart. The time was 2:06½.

Nat Butler Wins an Open.

The professional mile open had nine starters who had qualified in the two preliminaries for the final. Those who qualified were A. C. Mertens, Fred Sims, J. Lindley, C. A. Church, Nat Butler, J. S. Johnson, B. B. Stevens, McCurdy, F. A. McFarland, and C. B. Jack. The race was paced by two singles. Nat Butler won the race in a grand finish with Sims and Mertens two feet back, and Johnson in fourth place. Fred Sims ran into Mertens right at the tape and was disqualified for a foul. This gave Mertens second and Johnson third place. The time was 2:10.

The mile handicap with ten men up was won by C. H. Henzel from the 30-yard mark. Charlie Wells was a close second by a foot, with Hadfield a good third. The time was 2:06½. McFarland and Nat Butler, who started from scratch, failed to qualify.

The five-mile professional handicap brought out twenty-one men. McFarland and Nat Butler were on scratch. The limit man, C. W. Ashinger, on the 500-yard mark, was nearly in the homestretch. Butler and McFarland closed with the whole field at the three and two-thirds

miles, having done some very hard riding, being rarely aided by any one else in closing the large gaps. In the finish, the men came down the homestretch all well bunched, with McFarland and Wells in the lead. Ten feet from the tape, Nat Butler shot through a gap left open by Wells and secured second position, with McFarland first by less than a foot from Butler. The time was 11:31½.

Summaries.

Half-mile open, amateur—C. W. Krick, first; J. B. Clift, second; John Zimmerman, third. Time, 1:10½.

One-mile open, professional—Nat Butler, first; A. C. Mertens, second; J. S. Johnson, third. Time, 2:10.

One-mile handicap, professional—C. H. Henzel, 30 yards, first; C. S. Wells, 50 yards, second; Chas. Hadfield, 45 yards, third. Time, 2:06½.

One-mile handicap, amateur—J. P. Rogers, scratch, first; C. W. Krick, scratch, second; M. L. Vanderslice, 140 yards, third. Time, 2:16.

Five-mile handicap, professional—F. A. McFarland, scratch, first; Nat Butler, scratch, second; C. S. Wells, 75 yards, third. Time, 11:31½.

One-mile invitation, professional—E. C. Bald, first; Tom Cooper, second. Time, 2:06½.

F. ED. SPOONER.

MAJOR AT CLEVELAND.

Taylor Wins Two Out of Three Professional Races at the Quill Club's First Meet.

Cleveland, Ohio, Sept. 27.—The initial race meet of the Quill Club, held at the Valley Driving park Saturday afternoon, was a big success in every way. As a result of the meet the new track has a record to its credit, as Nels Carlson succeeded in lowering Louis Callahan's standing start unpaced mile record (made at Denver two years ago), of 2:16½ to 2:14¾. Thirteen-years-old Jack Crawford also broke the boys' paced half-mile record by nearly six seconds, making the distance in 1:03¾.

The bright, particular star of the meet, however, was Major Taylor, the colored crackjack, and his appearance upon the track was the signal for a storm of applause. One singular feature, though, was the absence of colored people at the meet, not over fifty being present. Taylor,

however, was not lacking in encouragement. He won two out of the three races in which he started, and but for a very bad start in the third would probably have won that.

Harry Wood and P. J. McIntyre, local "pros" well thought of, did not succeed in getting places, Haskins being the only Cleveland man to get any of the money.

The first event on the programme was the \$500 handicap road race, the prizes being five high-grade bicycles of different makes, the winner to have his first choice and so on down the list. The course was for something like two miles, upon South Side streets, and finished with three rounds of the half-mile track. The handicaps were in distances instead of minutes, with a limit of 550 yards. The course, just before reaching the track, was down a long steep hill, and the way the contestants shot down that hill was enough to make one's hair stand on end. Every man of the thirty-two starters pedaled down at breakneck speed. There was only one fall and, curiously enough, happened to the last man. G. O. Hamilton, of Toledo, was first to cross the tape, from the 300-yard mark, jumping E. J. Merkel right at the finish.

Nine men qualified in the trial heats of the half-mile amateur, unpaced. Carlson, the speedy Swede made his half in 1:03¾, which was the best. Major Taylor won his trial heat in the one-mile open by a beautiful sprint in the stretch. The final was also close. The time was fast, 2:09½. The two-mile lap race was the event of the day. Haskins and Aughenbaugh did some fine riding, but Taylor always seemed to have a little up his sleeve.

The final of the one-mile amateur invitation was run in the dark and it was hard work for the judges to pick the winners. James Fitzsimmons saw well enough, however, to cross the tape first.

The five-mile handicap was started in the twilight and most of the back men were taken unawares when the gun went off. Major Taylor lost at least ten seconds in getting started. He made a game ride, but it was no use, he was hopelessly out of it. Hofer, of St. Paul, won in a beautiful finish with Seaton and Blouin.

Summaries.

Five-hundred-dollar handicap road race, $3\frac{1}{2}$ miles, five \$100 prizes—G. O. Hamilton, 300 yards, first; E. J. Merkel, 250 yards, second; Ed Calta, 250 yards, third; Harry Felter, 200 yards, fourth; R. L. Crozier, 100 yards, fifth. Time, 8:59%.

One-mile novice, amateur; final heat—Otto Stampf, first; G. A. Votau, second; F. V. Reid, third. Time, 2:29.

Half-mile, unpaced, amateur; final heat—Nels Carlson, 1:03%, first; Charles S. Porter, 1:05, second; S. A. Kepler, 1:05%, third.

One-mile open, professional; final heat—Major Taylor, first; C. B. Haskins, second; L. A. Callahan, third. Time, 2:09%.

Two-mile lap race, professional—Two half-mile trial heats, five to qualify in fastest and four in slowest; final heat—Major Taylor, 8 points, first; C. C. Aughenbaugh, 6 points, second; C. B. Haskins, 4 points, third. Time, 5:04%.

One-mile invitation, amateur; final heat—J. R. Fitzsimmons, first; E. B. Moross, second; F. R. Blackmore, third for pacing. Time, 2:23%.

Two-mile handicap, amateur—F. J. Dreher, 10 yards, first; S. A. Kepler, scratch, second; Nels Carlson, scratch, third. Time, 4:24%.

Five-mile handicap, professional—Charles Hofer, 125 yards, first; J. J. Blouin, 75 yards, second; W. H. Seaton, 100 yards, third. Time, 11:16.

W. H. C.

PARIS' AMATEUR MEET.

An American Defeats Ponscarme Easily in a 100-Kilometer Race—The Chase-Champion Match.

Paris, Sept. 17.—At a meeting held last Sunday at the Auteuil track, the programme was composed exclusively of amateur events; strange to say, it is the first amateur meet ever given in France in the presence of a paying public. The experiment proved successful, and, contrary to what is taking place in England and the States, it is more than probable that many more races for the "pures" will be promoted before the season is over.

Some 2,000 people witnessed the races which were organized by two of the most important amateur clubs belonging to the U. S. F. S. A., the Association Vélocipédique d'Ama-

teurs and the Association Vélocipédique Internationale. Much interest was shown in the contests, especially in the handicap and in the 100-kilometer paced race. The former was over a distance of 800 meters, and was won by Ruin, from the 45-meter mark, after a hot fight with Duplay. R. Ducrocq, the amateur crack, won the consolation heat from scratch, but could do no better than finish fourth in the final.

The Defeat of Ponscarme.

From a sporting point of view, the feature of the race was the defeat of Ponscarme in the 100-kilometer race, his favorite distance. Ponscarme is an ex-amateur champion of the world, and the general opinion was that the amateur ranks could not furnish a man fast enough to keep up with him at that distance. However, Walther, an American student, managed to lower the Frenchman's colors and won the event in the fast time of 2:20:06%. It is true that Ponscarme lost a lot of ground owing to an accident to his machine; besides, he did not appear to be in the best of form and did not defend his chance with his usual courage. Be that as it may, his victor, Walther, rode a grand race and deserves credit for his fine performance.

Only five started in the race, Dunlop, Ponscarme, Walther, Terris, and Tunmer, the only home rider being Ponscarme. Walther hails from the States, and Terris and Tunmer from the other side of the channel. During the first ten kilometers, Ponscarme tried hard to shake off Walther, who was the only one able to stick to him, but without success. Excitement became intense when the American rushed to the front and commenced to gain ground. At the forty-second kilometer, he succeeded in lapping his rival, whose front tire exploded soon after and lost him another half lap, which Walther quickly made into a full one. The

rest of the race was devoid of all interest. Ponscarne, completely discouraged, allowed himself to be passed time after time by the American and finished 5 laps, 200 meters to the bad. Dunlop came in third, twelve kilometers behind the winner. Terris rode himself to death on a ridiculously low gear and quit before the finish. Tunmer immediately followed his example; he was poorly paced and was altogether out of the hunt. Had Walther pushed a little harder, he would probably have lowered Gould's 100-kilometer amateur record, established in the world's championship at Glasgow a few weeks back.

Champion Out of Form.

The much talked-of match between Huret and Chase, which was to have been decided last Sunday at the Seine track, ended in a race between Champion and Chase. A spill put Huret hors du combat at the fourth kilometer, and young Champion, who happened to be strolling about the grounds, was given the perilous task of defending the national colors. The ex-famous kid, who never knew what defeat was all the time he was under the tutelage of "Choppy" Warburton, made a very sorry exhibition. He is no longer the marvelous little machine that created such a sensation last winter at the Vélodrome du Palais des Arts Libéraux. More than once lately he has disappointed his friends, and last Sunday's race was a regular déroute for him. The contest was over a distance of fifty miles, and the Englishman lapped him no less than fourteen times and could have done so twenty times had he wished. Champion has taken his defeat to heart and has again placed himself in the hands of "Choppy," who says he will soon recover his old form and once more head the list of French middle-distance stayers.

Huret's fall, which was caused by his touching the rear wheel of his

pacing machine, was very unfortunate. He is, perhaps, the most dexterous and skillful rider in France, and has fallen but once before in a race. When he fell, he was about fifty meters behind Chase, but was riding strong. The question of superiority, therefore, remains unsettled, and the two cracks will have to meet again at some future date and fight it out. At the moment of the accident, Champion was busy taking snap shots of the race in company with Manager Baduel. As soon as it became known that Huret would not be able to mount again, M. Baduel got up a match between Champion and Chase over the same distance. The public accepted the change, and the two men were heartily cheered as they lined up for the start.

Champion led off at a rapid pace, but appeared to work very hard. Chase's going was easy, without apparent effort, and reminded one of Michael's style of riding. At the fifth kilometer, he passed the Frenchman and gained a lap on him in the next three kilometers. At the thirteenth kilometer, he was two laps to the good. Champion then made a very plucky effort to make up the lost ground. He yelled out for more pace and in spite of the Englishman's efforts, he gradually gained on him. It was, however, merely a flash in the pan, and shortly afterward, he went all to pieces, allowing Chase to take lap after lap on him. He was so baked at one point that the Englishman rode two circuits to his one.

The rest of the race requires but very little description. Chase continued to ride strong and finished the fifty miles in the fast time of 1:41:09½, which beats the French record established by Stocks in 1:41:13. He also changed the figures for the eighty kilometers which he covered in 1:40:34½.

The race has resulted in a big dispute between Chase and Manager

Baduel. Chase's engagement stipulated that he should be paid \$500 for his and his pacemakers' traveling expenses, and now Monsieur Baduel refuses to hand him over the amount under the plea of breach of contract. He says that he engaged Chase to meet Linton, and that as Chase refused at the last moment to compete against his countryman, he was obliged to organize the Chase-Huret event, as all the preparations had been completed at the Seine track for a meeting to take place on the 12th instant. Chase has now signed with the Auteuil track management to meet Tom Linton on the 19th inst., although his contract with Baduel stated that, as both he and Linton rode the Simpson chain, he would not be allowed to ride against the Welshman. Baduel has deposited the \$500 with a lawyer, and both rider and track manager are suing each other for breach of contract.

The Paris Royan Race.

The annual road race from Paris to Royan took place last Saturday and resulted in a win for the well-known rider Garin. Garin covered the 567 kilometers which separate the two cities in 20:01:00, which is a remarkable performance, and compares favorably with Rivierre's time in the great Paris Bordeaux race. Garin's average time for the hour was about twenty-eight kilometers (17½ miles), and Rivierre's about 28 800 kilometers, or nearly eighteen miles.

Garin finished the race a good hour and a half in advance of the second man, and owes his success to the perfect pacing he got all along the road. Tandems and triplets helped him during the first half of the distance, and a petroleum tricycle pulled him along the rest of the journey. Garin has only taken part in three road races this season, Paris-Roubaix, Paris-Cabourg, and Paris-Royan, all three of which he has won. His victories place him at the

head of French road riders. In the Paris-Royan race he chipped off 2:01:00 from last year's time which was then the record.

Morin was defeated last Sunday at Lyons in a match race with the local crack, Lambrechts. Morin fell in the first heat and bruised himself rather badly. He won the second series rather easily. In the third, Lambrechts made a big swerve coming into the straight which forced the Grand Prix de Paris winner up against the railings. He then sat up and allowed his opponent to finish alone.

News from Vienna states that Protin won the Grand Prix de Vienne. The final included Nossam, Pasini, Protin, and Fischer. In jumping, Protin crossed Fischer, who had to slacken up, forcing Nossam and Pasini to do likewise. In the meantime, Protin had gained several lengths. Nossam went after him and caught him just as the tape was reached. Fischer and Pasini finished in the order named, close to Nossam.

The French rider, Courbe d'Outreton, won the Prix des Etrangers.

Cordang's Ride a Surprise.

Cordang's phenomenal performance at the Crystal Palace track—991.650 kilometers in the twenty-four hours—has created an enormous sensation in Paris. Given his proverbial ill-luck, few people expected he would succeed in his attempt to lower Huret's record. The news of his victory over old Father Time became known on the boulevards at about ten o'clock last night, and crowds of people flocked to the Vélo's offices to obtain the particulars of his great ride.

It is said that Cordang recently called on Messrs. Darracq and Watson, the directors of the Gladiator and Dunlop concerns and made the following statement:

"I know I have already cost the Gladiator and Dunlop firms a heap of

money. Ill-luck has attached itself to me in all my races and attempts at records. It is a poor reward for all you have done for me, and I feel it more than words can tell. I ask of you but one more favor; pay my pacing expenses and furnish me with the means of getting at Huret's record and I assure you both you will not regret it. I feel sure victory will crown my efforts."

Messrs. Darranq and Watson agreed to accept the Flying Dutchman's proposal and they certainly have no cause to repent having done so. J. H. COLEMAN.

THE NEW ENGLAND C. O. P.

Ex-Circuit Chasers Riding at County Fairs in Massachusetts and Connecticut—The Becker-Taylor Incident.

Springfield, Mass., Sept. 27.—Considerable good racing was seen in New England the past week, largely in connection with the fairs which prevail at this season. Meets of this sort have done much within a few years to arouse interest in bicycle races, not to say cycling in general, in small towns and in the country districts. Advertisers have long recognized the value of fairs and cattle shows as a medium for reaching this class of population and the introduction of bicycle racing at the larger fairs is having its influence in keeping the sport constantly before the public.

At Bridgeport.

At Bridgeport, Conn., Wednesday, Barnaby won the six-hour race; with Monte Scott and Harry Elkes close at his heels. The distances ridden in miles were as follows: Barnaby, 117 $\frac{1}{3}$; Scott, 117 $\frac{1}{3}$; Elkes, 117 $\frac{1}{3}$; McDuffie, 116; Weinig, 116; Waller, 114 $\frac{1}{3}$. Barnaby covered a fraction more than twenty-two miles in the first hour. Hoyt, Newton, and Brown won a triplet match against Glorieux, Hess, and Wirts.

At the diamond tournament of the

Quinnipiac Wheel Club at Southington, Conn., Wednesday, George H. Collett, of New Haven, who has been doing some remarkable riding of late, lowered the Connecticut record to two minutes flat. Fuller, of Hartford, won the mile open, 2:40 class; Caldwell, of Elmwood, 20 yards, was victorious in the half-mile amateur handicap, and Ferre, of Springfield, Mass., carried off the honors in the mile handicap. Collett won the mile open amateur, and John S. Johnson, of Worcester, the half-mile open.

At Peabody.

At Peabody, Mass., on Wednesday, 5,000 spectators witnessed the races on the fair grounds. W. B. Thompson, of Gloucester, won the two-mile handicap, with H. B. Hills, of Providence, scratch, second. The mile handicap was won by Hargraves, of Saxonville, who had forty yards start. Hills was again second. In the finish of the mile open the crowd surged upon the track and crowded Referee Kerrison in front of the riders. Kerrison was rendered unconscious and was injured about the back.

At Taunton.

The sport at the Taunton fair on Wednesday and Thursday was marred on the latter day by an unseemly incident in which Major Taylor, the colored rider, was choked by a defeated rival into insensibility. On the first day Taylor defeated Tom Butler in the half-mile open in one of the prettiest contests ever seen in Taunton. In the mile open on Thursday, Butler outclassed the colored rider, who crossed the tape second, with W. E. Becker, third. Becker threw Taylor from his wheel and choked him until he was unconscious. The sympathy of the crowd was plainly with Taylor, and Becker was in imminent danger of being violently handled when the police arrived. The race was run over again, Taylor being unable to parti-

cipate. Butler proved his right to first position, with brother Frank second, and Watson Coleman third. Becker was disqualified. Becker claims that Taylor crowded him into the fence. The episode is regretted, as tending to injure the sport, and the sentiment as generally expressed is that Becker should have carried his grievance to the proper officials.

Taylor, by the way, promises to be no end of trouble to race promoters. The colored youth is unquestionably a remarkable rider, the first of his race, perhaps, to exhibit any marked proficiency on the track. The evident disposition of the circuit chasers to pocket Taylor and crowd him off the track on any and all occasions has aroused sympathy for him especially in New England where the colored race has always had its staunchest champions. Taylor is shrewd enough to appreciate the situation and can be depended upon to lose no opportunity to pose as a much abused man. It is obvious that the riders who object to Taylor can not compel him to abandon racing by the tactics thus far pursued. E. W. PENFIELD.

MARYLAND IN POLITICS.

The Wheelmen of the State Organize and Will Show Their Strength at the Polls.

Baltimore, Md., Sept. 27.—A plan has been devised by which the wheelmen of Maryland are to take part in the coming political campaign. Under the name of the "Wheelmen Campaign Association of Baltimore" they will enter the fight. The political situation in this state is thought to be favorable to the movement. The democratic party, as managed by the Gorman-Rasin ring, after undisputed sway for many years, has now been twice defeated at the polls. On the other hand there has been much dissatisfaction with republican rule. The state is very close, and

the politicians are looking for any aid. This makes the condition favorable for the cyclers to strike their blow for good roads and improved streets. Baltimore is the worst paved large city in the country, for which the riders suffer. The roads of Maryland do not compare with those of most of the states in this section of the country. All these conditions have stirred the riders to action.

Has Plenty of Backing.

The Wheelmen's Protective Association is backed by the Maryland division, L. A. W., and by all the clubs. It is claimed to have 33,000 wheelmen on its register of voters. The canvass among these will be complete. All cyclers are urged to register so as to be in position to use their political influence. The executive committee of the organization consists of Conway W. Sams, F. Howard Harvey, Harry V. Casey, and John Gittings. Through letters of inquiry to all the candidates for all offices state and municipal, it is planned to put everybody on record as to his intentions toward the good roads and street movement.

Candidates refusing to answer these letters or those antagonizing the plans for improvement, will be fought at the polls with all the strength of the organization. W. C. W.

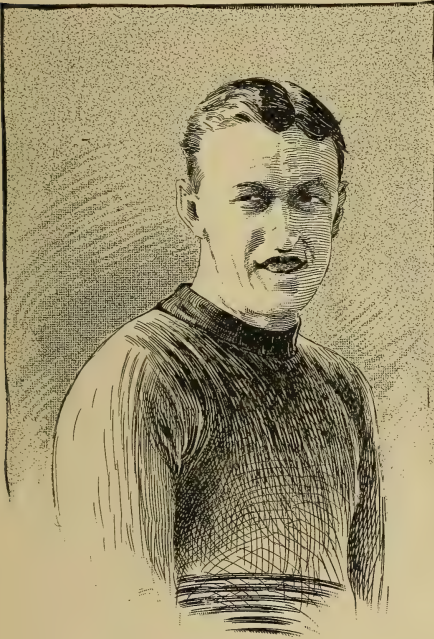
FIGHTING OVER A SANCTION.

Louisville, Ky., Sept. 27.—The National circuit dates assigned to this city are October 12 and 13 and for which the sanction has been granted by Chairman Mott. Before the dates were definitely decided Rod. J. McDonald asked for a sanction to hold a meet in New Albany, Ind., just across the river from the western portion of the city. H. W. Foltz, the racing board representative for this district, granted the application and issued a sanction for the latter meet to be given October 12. The sanction

was not issued immediately, as the promoter of the National circuit meet objected to the granting of the sanction, claiming that in issuing it, the board was not protecting the National circuit date. Mr. Foltz then wrote to McDonald saying that he was expected to hold his meet in the afternoon and that the sanction would not be good for the evening. This was perfectly satisfactory to McDonald, who then went to work getting out

date, suggesting either the 11th or 14th.

McDonald refuses to surrender the sanction granted him, as he made his application in due form and upon receipt of the sanction, ordered and put out advertising matter that cost him \$250. If the date is changed the sum will be a total loss to him and his associates. He has retained counsel and his attorneys advise him to run the meet under the original



THE PROFESSIONAL.

JOHN S. JOHNSON.



THE AMATEUR.

his advertising matter and by last Saturday he had the country surrounding New Albany and this city covered with posters and other forms of advertising.

The matter was not satisfactory to the other side who appealed to Chairman Mott, after which Mr. McDonald was advised by Foltz, that by order of Mott, the chairman of the board, he would have to withdraw the sanction granted to him for October 12, and would allow him to choose any other

sanction granted to him, as he went to work in good faith after receiving it and has been under a great expense that would be lost if the dates were changed. In case that any attempts are made by the racing board to stop the race, personal damage suits will be entered and an injunction asked for.

J. W. B.

LATE MEXICAN NEWS.

City of Mexico, Sept. 21.—At the annual meeting of the Union Ciclista

Mexicana representatives were present from all the cities of the republic. The election of officers resulted as follows: President, T. Crump; vice-president, Dr. W. E. Lowry; second vice-president, C. A. Phelps; treasurer, C. M. Butlin; secretary, Filadelfio Baco.

The racing interests in Mexico, as well as the trade, are increasing rapidly. The proposed invasion of the country by the crackajacks from the United States is looked forward to with the greatest interest. A new track is being built in this city which will be ready before December. It is one-fourth kilometer and is twenty-five feet wide on the homestretch and twenty feet the rest of the way. It will be well banked. The track at San Luis Potosi has been improved. Cycle paths have been built all through that part of the country. There is one of thirty-five kilometers from San Luis Potosi to Pozos and Santa Maria. Guadalajara has a fairly good track. The attendance at the last meet held there was about 2,000.

There was an exciting road race of seventeen kilometers here on the 17th. The time winner, Louis Loubens, beat out his fellow competitor, Hatton, from scratch in 25:42½. Butlin who won the race was disqualified for taking pace from a rider in the race who had quit and the event was awarded to Gaston Loubens, the second man in.

There was track racing at Guadalajara the same day. The following are the results:

One-kilometer open—H. B. Elliott, first; T. J. Pomeroy, second; Alphonso Charpenel, third. Time, 1:37.

Five-kilometer open, tandem—Charpenel and Elliott, first; Grant and Lealo, second. Time, 8:55.

Twenty-five kilometer, match race—Pomeroy against Velasquez, Charpenel, and Grant. Won by Pomeroy. Time, 46:08.

E. R.

TROUBLES OF A PROMOTER.

Cleveland, Ohio, Sept. 27.—Century runs have been all the go for Sunday

during the present season, and one young fellow is said to have made quite a stake by organizing and taking charge of these runs. An entrance fee of fifty cents was charged each rider, and all survivors received a medal which cost the promoter probably ten or fifteen cents. Other century run managers have sprung into existence, but for some reason none got the crowd of followers that the youngster ran out of town.

Now this enterprising manager was not content with his already large percentage of spoils, so he arranged with the landlord at the hotel in Geneva, to which city the last bunch was taken, to charge his men fifty cents for dinner and give him fifteen cents rake off upon each meal. This the boniface agreed to do. The crowd numbered nearly 100, so this would be a pretty good thing "on the side." Unfortunately, another century run friend steered a run to Geneva upon the same day and, sad to relate, went to the same hotel. He was approached by the landlord and asked if he wished to make the same terms that the other promoter did. What were the terms? he inquired. When told he probably saw visions of future century runs and himself at the head of 100 riders instead of about twenty, and waxing indignant, told Mr. Boniface to give the boys the benefit.

Now if the youngster's gang had only paid up and gone this would have worked all right, but they hadn't. Together they lined up to pay for their entertainment, and the landlord was at his wits' end. Finally he gave up trying to remember faces and charging accordingly, so when a man got up to the desk he would ask who he came with. If the answer was "with the kid" it was fifty cents, and if it was "with Blank" it was thirty-five cents. This didn't last long until the youngsters' centurions were looking for him. What they

said would not look well in print, but it is safe to say that the next run he steers will not be so well attended.

W. H. C.

DEFEATS "INDOOR KING."

Atlanta, Ga., Sept. 27.—There were many surprised people in this city after the Eaton-Walthour match race run at the Coliseum last Tuesday night which resulted in a win for Bob Walthour. So far Walthour has won every match race he has ridden with the exception of the first one in which he was defeated by Bert Repine.

The first heat of Tuesday's match was for one mile. Walthour got the pole and caught the tandem in the shove-off, Eaton closely following; when the tandem dropped out Eaton sleighrided on Walthour's rear till the turn into the homestretch, where he tried to jump him, but Walthour had a little sprint up his sleeve and slowly pulled away from Eaton, crossing the tape half a wheel length ahead. Time, 2:11.

The second heat of the match was for three miles. Walthour again got the pole and caught the tandem. As they entered the stretch at the beginning of the last lap, Eaton made a sneak, but Walthour was not caught napping and went out after him, and when the backstretch was reached they were going at a terrific clip. Walthour slowly gained on Eaton, and they entered the homestretch neck and neck, but Walthour pulled away gradually and crossed the tape a wheel length ahead, the last lap being done in :17½. Time, 6:37. The crowd went wild at the finish and kept calling for Walthour.

The open race was paced by Winesett, and was won by Bert Repine, with Chapman and Speir close up in second and third places. Time, 2:13.

Summaries.

One-mile open—Bert Repine, first; John Chapman, second; Kendall Speir, third. Time, 2:13.
One-mile invitation—F. C. Steinhauer, first;

Brooks Kline, second; Russell Walthour, third. Time, 2:21½.

Half-mile consolation—M. A. Elliott, first; Bruce Gill, second; W. M. Mangum, third. Time, 1:05½.

P. D. W.

WILLIS B. TROY IN TROUBLE.

New York City, Sept. 28.—Willis B. Troy, race meet promoter, former manager of the Manhattan Beach track, and manager of racing men, is now in the courts on the charge of swindling. Tobin & Troy, 11 Broadway, composed of S. R. Tobin, Clifford Davis, William Archer, and Willis B. Troy, doing business as brokers, have been brought up on the charge of larceny brought by Mrs. Fannie M. Wheaton, who claims they swindled her out of \$2,100.

Mrs. Wheaton says she gave them that amount to invest in sugar and railroad stock and does not believe their report that it was invested and lost. Troy is alleged to have confessed his guilt and turned state's evidence against his partners in crime. He is alleged to have said that as soon as the money was obtained it was divided among the members of the firm and not invested in sugar or any other stock. On the other hand, the lawyer of Troy's former partners is alleged to have called him a liar, and an absconder, on the grounds that he has stolen all the assets of the firm. When the case came up before Magistrate Crane, the latter said it was one of the most bare-faced robberies he had ever heard of in his career. Troy's last appearance in the cycle game was when he went abroad with Kiser and Murphy, last year. A. R.

MAY CROSS THE BORDER FREE.

Washington, D. C., Sept. 27.—In reply to a letter from the collector of customs at Suspension Bridge N. Y., the assistant secretary of the treasury stated that the Department has heretofore ruled that bicycles are not free of duty as personal effects

under the provisions of paragraph 697 of the act of July 24, 1897. If of domestic manufacture, however, these articles would be free of duty under paragraph 438 of said act upon their indentivity as such being established to the satisfaction of the collector. In the case of bicycles of foreign manufacture, free entry will be allowed if they were brought in for temporary use of the owner, not exceeding three days, upon the filing of a notice to return, and a record in the office of the collector of the maker's name, and the number and description of the wheel.

H. G. W.

A BONE OF CONTENTION.

St. Louis, Mo., Sept. 27.—The bicycle lamp law, although it has passed half way through the municipal assembly, is still a bone of contention to the wheelmen. One of the provisions is that a bicycle can not be rolled or trundled on the sidewalk, which would sadly inconvenience a cyclist with a punctured tire, if forced to walk in the roadway, wending his way among cable and electric cars, as well as numerous other vehicles. Another provision is that east of Jefferson avenue the speed is limited to six miles an hour. West of that boundary the speed is to be not over ten miles an hour, to which there is no objection, but it is entirely too slow in the eastern district and efforts will be directed in the council to have this limit of speed increased.

W. P. L.

SCORCHER KILLS A HORSE.

Minneapolis, Minn., Sept. 27.—A rather peculiar accident happened to a well-known tailor a few days ago, during a little evening spin in the vicinity of Lake Minnetonka. While coasting down a hill of considerable length, and going at a rapid rate he struck a stray horse, which had wandered into the road just at the wrong moment. The horse was

knocked down and the wheelman landed on a stump beside the road, where he lay unconscious for some time. On recovering consciousness, noticing that the horse still lay prostrate, he made an examination only to find that the horse was dead.

Just as he was about to leave, a farmer appeared on the scene and claimed damages, upon which the wheelman offered \$50, which was scornfully declined, on the ground that the animal was worth \$300. He refused to settle on that basis, and now the case is booked for the courts.

W. P. K.

TERRELL BROTHERS RETURN.

New York City, Sept. 27.—“Bob” and Harry Terrell, the two San Francisco boys who went to Europe a few months ago, returned unexpectedly on Saturday and paid a visit to Bearings office before going west. They would have stayed longer in Paris were it not for the fact that race meets were being held few and far between, and consequently they were not winning a great deal of money. They expressed themselves as being well satisfied with their treatment abroad, although Harry has a grievance against the judges who served at a certain race meet in Paris. They placed him second to Morin, after he had really finished at least six inches in advance of that famous rider. The spectators, as well as the newspapers, claimed that Harry had won the race, but of course the decision of the judges was final and their incompetency robbed him of a victory. They met with fair success in the game, considering the fact that it was their first experience among the foreigners.

They claim it is necessary for a rider to possess a quick jump on a high gear in order to successfully compete against the Frenchmen. The races over there are worse than a club run until within 200 yards of

the tape when the real battle takes place. The rules permit the men to look around, to go up and down the track, or to do almost anything except foul. The two Californians will leave for home within a few days and may possibly do some racing in the west, although not under the rulings of the California Associated Cycling Clubs. A. R.

DENVER'S WHEEL TAX.

Denver, Colo., Sept. 27.—Alderman Golder's bill for an ordinance taxing vehicles does not meet with the approval of the wheelmen. Both the Denver Wheel Club and the Arapahoe Wheel Club have considered it and condemned it, the chief objection to the measure being that it would probably result in only bicycles being taxed. The cyclists are willing to pay a small tax for the benefit of good streets, but they demand that all vehicles be treated alike. Could a bill be drawn that would realize this it would probably be passed by the city council and become an ordinance.

Racing in Colorado is just about ended for this season. There are a few minor meets to be pulled off yet, but most of the racing men are going out of training. Two meets that had been arranged in northern Colorado have been declared off by W. I. Doty, of the racing board. They were being promoted by E. J. Miller, of Denver, but the first meet of the series of three he proposed to conduct proved so unsatisfactory that Mr. Doty refused to grant him sanctions for the other two. This first meet was given at Longmont. The Denver racing men returned disgusted and made complaint that the prizes were not of the value advertised in the entry blanks. Having investigated the charges, Mr. Doty informed the promoter that he could get no sanctions for the races

he proposed to conduct in Greeley and Fort Collins.

Mrs. J. McK. East, of this city, is ambitious to become a rival of Mrs. A. E. Rinehart, the famous century road rider. Mrs. Rinehart once made twenty-five centuries in thirty days, but Mrs. East has just gone her a little better, and has just completed twenty-seven centuries in thirty days. On the whole, however, her centuries have been made in considerably slower time than those of Mrs. Rinehart, so that honors are still about even. Mrs. East expects to make a triple century presently.

E. A. B.

SURPRISES IN MASSACHUSETTS.

Boston, Mass., Sept. 27.—Today the election committee of the Massachusetts division, L. A. W., made public the nominations of candidates for the officials of '98 and the selections have created surprise. G. W. Dornsee, the present New England member of the national racing board has been nominated for chief-consul. No one—outside the inside of the machine—thought he would be nominated as a candidate. A. G. Frothingham has been nominated for vice-consul and Arthur K. Peck for secretary-treasurer. The list of representatives at large include many men who have been prominent "on the Williams side of the fence." The machine has again won in Massachusetts league politics.

It was thought that "Lon" Peck would be nominated for re-election as secretary-treasurer, as he a long time ago announced himself a candidate. Boston has the three principal offices. What will the other cities in the commonwealth say? The greatest surprise was the nomination of Dornsee, as he has been "in hot water" all season over racing board matters.

G. W. BULL.

CYCLE PATHS OF NORTHEASTERN OHIO

Columbus, Ohio, Sept. 27.—The Good Roads Wheel League, with organizations at Warren, Youngstown, and other places, has done much good work in the northeastern part of the state, and has proved that cycle paths covering hundreds of miles can be constructed along the public highways with little cost. There were some misgivings about the matter to begin with, but the enthusiastic wheelmen of Warren overcame all obstacles, and set an example which will likely be followed throughout the state. The demand for cycle paths is growing from day to day, and the scope of their usefulness extending as the wheel comes into more general use for pleasure and commercial purposes.

There are now over 100 miles of cycle paths radiating from Warren in different directions, and the paved streets are hardly ever used for pleasure rides. The paths extend to Niles, Vienna, Sharon and other nearby towns. The Warren-Niles and Warren-Sharon paths are especially good, while no real complaint can be made of the others. Sharon has an organization of its own, and aided in the construction of the path between that place and Warren. There are also some excellent paths about Youngstown, and from there to Niles, thus connecting with Warren.

How the Scheme Originated.

The scheme had its origin with C. C. Cryst, of the Park hotel, Warren, and he is still known as the father of the movement. He is the secretary of the Warren Good Roads Wheel League, and personally looks after matters pertaining to the organization and the construction of new paths. He is enthusiastic in the work and is continually on the alert to secure new plans and new ideas.

The Warren organization secured over 500 members in the first six months of its existence, and now has many more. A fee of \$1 was charged, in exchange for which a membership ticket and a neat brass tag to attach to the wheel were given. The tag has now become a special sign of respectability in that part of the country. The money is collected and expended by the officers and an advisory board, and as the books are always kept open in some public place, frequent meetings are unnecessary.

At the outset, a cinder path five feet wide, outside the gutters by the roadside, was considered. But it was found that the construction of this kind of a path in the proper manner would at the lowest estimate entail an expense of \$466 per mile, and the idea was promptly given up. It was found that dirt paths, though they require much attention, were for the present the only practical ones. A road machine made by the Austin Mfg. Co., of Chicago, was purchased, and the back axle and scraper were shortened to five feet and the scraper set at the smallest possible angle with the ground. A small harrow was hung under the front axle, with a lever attachment by which it could be easily adjusted by the operator. A roller was fastened in the rear of the machine, but this was afterward abandoned, as it was found useless. With a heavy team of horses and a careful operator, it was found that the machine, thus remodeled at a cost of about \$880, would perform the work required at an expense of only forty cents per hour. In that section, where the ground is comparatively level, from twelve to fifteen miles of new path per day can be made, or the old path can be repaired at the rate

of from sixteen to twenty-two miles per day.

The Construction of the Path.

The path is from two and one-half to three feet wide. If it is made wider it proves too great a temptation to carriage drivers. It is scraped on the shoulder of the road next the gutter. The dirt is thrown toward the middle of the road, making a ridge from three to six inches high. This ridge is accepted as a dividing line by most horsemen. If it is made too high the authorities object, as it affects the drainage. The operator carries a pick and shovel to repair the small washes, but the wheelman must take his chances at bridges and narrow places, as the exchequer of the clubs will not yet permit of bridge construction. It usually requires rescraping about every two weeks, owing to rain and the encroachment of heavy vehicles.

Protecting the Paths.

There is no law in this state for

the protection of these paths as yet, although it is hoped there will be within the next few years, with the consent of the county commissioners, or two-thirds of the property owners along the line. Obstreperous drivers may cut them up with hoof and wheels, or the road supervisor may destroy them in repairing the roads, and there is no recourse except to rebuild them. Such evils, however, have been for the most part, avoided in northeastern Ohio by a campaign of education. The utility of the path for pedestrians, and the lessened danger to drivers of timid horses and to wheelmen, together with the honorable methods used to gain the consent of the commissioners, are sufficient arguments to win over most fair-minded farmers, and the result is that almost all the country folk have taken an interest in the matter, and have aided the wheelmen in making it a success.

O. M. C.

FROM CHICAGO TO CINCINNATI

Two Chicago cyclists recently rode from Chicago to Cincinnati. They started at two p. m., September 3. and finished the 386 9-10 miles at two p. m., September 7. As there have been many inquiries concerning the route between the two cities, Bearings publishes the trip sheet of the tourists, showing the towns en route, and the distances between the different points. It is as follows:

	Miles.		Miles.
Chicago to Pullman via the shortest route, viz.—Michigan avenue to Fifty-fifth street; east through Washington park on west side, out at Sixtieth street and South Park avenue south to South Chicago avenue; southeast to Cottage Grove avenue; south on Cottage Grove avenue to Burnside; cross tracks to east and again south to Pullman....	12 7-10	To Plymouth, 24 8-10 miles.....	126 1-10
To Chesterton via Kensington, Hammond, Tolleston, Lake, and Porter, via Michigan Central tracks, 35 miles.....	47 7-10	Second day, net, 78 4-10 miles.	
First day, 47 7 10 miles.		To Rochester, 20 6 10 miles.....	146 7-10
To Michigan City via Porter, along Mich. Central tracks, 12 miles.....	59 7-10	To Logansport, 24 1 10 miles.....	170 8 10
To LaPorte, 13 8-10 miles.....	73 5 10	To Burlington, 20 miles.....	190 8 10
To New Carlisle, 13 2 10 miles.....	86 7-10	To Kirklín, 21 4 10 miles.....	211 9-10
To South Bend, 14 6 10 miles.....	101 3-10	Third day, net, 85 8 10 miles.	
		To Indianapolis, 33 8 10 miles.....	245 7-10
		To Greenfield, 21 3 10 miles.....	267
		To Knightstown, 13 4 10 miles.....	284 4-10
		To Cambridge City, 19 4 10 miles.....	299 8 10
		To Centreville, 9 6 10 miles.....	309 4-10
		To Richmond, 6 1 10 miles.....	315 5-10
		Fourth day, net, 103 6 10 miles.	
		To Eaton, Ohio, 15 8 10 miles.....	531 3-10
		To Camden, 9 miles.....	340 3-10
		To Hamilton, 19 7-10 miles.....	360
		To Carthage, 16 7 10 miles.....	376 7-10
		To Chester Park, 3 6 10 miles.....	380 3-10
		To Cincinnati, 6 6-10 miles.....	386 9-10
		Fifth day, net, 71 4-10 miles.	

EDITORIAL

AWAKENING AT THE CITY HALL.

The very just criticisms of the wheelmen of Chicago regarding street sprinkling and the bad condition of the city's streets have at last borne fruit, and the cyclists are enjoying the spectacle of an awakening at the city hall.

Last week the commissioner of public works revoked the licenses of all the street sprinklers of the city, except those under direction of the several park commissions over whom the city authorities have no control. The reasons given by the commissioner were that no discretion was observed in sprinkling the streets with regard to time, amount of water used, or convenience of the people, and that by excessive flooding no less than \$250,000 damage has been done to the paving during the present season alone. Orders have been repeatedly sent out to the contractors to be more careful in sprinkling the streets and to leave dry strips along the curbs for the use of bicycle riders, but no attention has been paid to them, and as a last resort to bring them to terms, the commissioner revoked their licenses. Upon promise to adopt sprinkling apparatus which shall limit the flow of water to a reasonable maximum and to keep the streets in passable condition, some of the contractors have been permitted to continue their work.

Regarding the carelessness of the sprinkling cart men, the commissioner of public works had the following to say:

This evil has gone far enough. Complaints by the hundred have poured in here from bicyclists, drivers of carriages, and citizens on foot as to the frightful shape in which the sprinklers were leaving the streets. Here are finely macadamized streets, which have cost the city vast sums of money, filled with ridges, covered with a pasty mud two and three inches deep, the crown ruined and the gutters filthy, all because the drivers of the carts are either ignorant or careless. They have sprinkled damp days and wet days. They come out three and four times a day, where often once would be sufficient and twice certainly. There is no use parleying with them. They have been warned, but they paid just about as much attention to it as they did to the order to keep a bicycle strip dry. They can not start again until I know how the sprinkling is going to be done so it shall not be a nuisance.

COMPARISONS ARE ODIOUS.

"The police have just revised the regulations (in Paris) concerning bicycles, which give them the right of way over all other vehicles and pedestrians."—Chicago Record.

Now, here is a progressive municipality, an old continental city that is more up to date than the most pushing community in the new world, so justly famed for its rapid growth and progressiveness. The Parisian police department recognizes the instability of the bicycle as a means of human conveyance and, instead of expecting every rider to cultivate the art of trick riding, proposes that other classes of vehicles and pedestrians shall do the halting and standing still while the cyclist slips swiftly by, thereby causing the least inconvenience to the greatest number of denizens. Paris has become notorious for the insolence of her cab drivers, who hereto-

fore have enjoyed to the utmost the privilege of running down pedestrians and bicycle riders with entire immunity to consequences, but now this is all to be changed and the wheelmen are apparently about to have an inning—just where the pedestrian comes in for consideration is not apparent, but it is presumed that in these days of bicycles, motor cycles, and horseless carriages no one has any business to resort to the antiquated mode of traveling afoot. The gendarmery of modish Paris evidently conclude that whoever walks has plenty of time to spend in getting about and can well afford to wait for the passage of wheeled vehicles, especially bicycles.

We can not refrain from calling the attention of the common councils of American cities to the action of the Paris police department as a shining example of progress, but it is greatly feared that it will be some time before the city fathers of our busy western centers will be able to spare time from their private sales of public streets to the "rapid transit" companies to devote attention to the pressing needs of the bicyclists.

Apropos, however, of the liberality of the Paris police, we must cite with pride the generous action of the park commissioners of Philadelphia, which utterly discounts any concession that has ever been granted the bicycle riders in the eastern hemisphere, to wit, "Bicycles may be ridden on the ice." Surely this is an unheard-of boon to Quaker wheelmen and wheelwomen, whose value they do not appreciate. What a prolonged discussion and hard fight must have agitated the board of commissioners before this privilege was allowed. It was such a bitter one, in fact, that in order to secure it a place in the extensive list of park rules a compromise had to be effected and this other regulation given a place: "In case of accident which can not be repaired at the time, the rider must leave the park by the nearest exit." Even punctures may not be repaired under pain of arrest. But, of course, any sane wheelman would gladly put up with this slight inconvenience for the pleasure to be derived from riding on the ice.

THE CYCLE SHOW QUESTION.

The decision of the National Cycle Board of Trade to sanction no national or local cycle shows will doubtless result in unpleasant relations between the national board and some of the local boards. That such should be the case is not unnatural. The cycle show is a plant that sprung up in a night and was the wonder of the country. Like everything in cycling in America which met with general favor, it became a monster affair. To kill it, root and branch, is no pygmy task. The decision of the national board will doubtless put to rest all thoughts of national shows, but not of local shows. The local boards in more than one locality are of the opinion that they are the best judges of local conditions, and are best able to tell whether or not it is advisable to hold local shows in their several localities. In addition to this, there are professional showmen who, attracted by the immense profits reported to have been made from shows, are determined to go into the business of giving cycle exhibitions.

Did the national board have absolute control of all its members and of the local boards, and did the national and local boards contain approximately all the firms naturally desirable for members, the resolutions passed at New York would finally end the show question. However, all manufacturers are not members of the national board, and all local dealers are not members of the local boards. Even members of the several organizations do not pay the

strictest obedience to the mandates of the parent body. In the case of the show which is being promoted in Chicago, Bearings has information to the effect that several members of the national board have made applications for space. If they make exhibits at an unsanctioned show, as the Chicago exhibition will be, then there will of necessity have to be some radical action taken by the national board in the way of disciplining them. What that action will be remains to be seen. In any event it will scarcely make the board more popular with the smaller makers. This is one phase of the matter.

Another is the one assumed by the local board in St. Louis. This body has adopted resolutions recommending that the National Association of Cycle Dealers assume control and sanction of all local shows and that such shows be given by and under the auspices of the local boards.

It would be folly to attempt to predict the outcome of the present muddle. If the national board had seen fit to abolish national shows and to sanction local ones it would readily have controlled the situation. As the case stands at present, it looks as if the results of the New York resolutions would tend to weaken rather than strengthen the national board and with it the local boards. However, the men who passed those resolutions were well acquainted with the situation and knew what they were doing.

The following from the Canadian Wheelman, the official gazette of the Canadian Wheelmen's Association, has the following to say relative to the League of American Wheelmen-California Associated Cycling Clubs-Canadian Wheelmen's Association entanglement. It certainly expresses the sentiment of the governing body in Canada:

In the last issue of the Wheelman, the editor sums up the British Columbia question as follows:

"Recognition of the C. A. C. C. and its riders probably means the severance of L. A. W. relations.

"Non recognition will likely cause the loss of British Columbia to the C. W. A."

If this really is the case in a nutshell there should be no difficulty in settling the matter. The L. A. W. relations have never been of such advantage or importance to us that we should hesitate between breaking with them or British Columbia. 'Rah for Canada, we say. It is evident the United States is too large a country and local interests too divergent, to be governed by one body and there seems to be no doubt that the C. A. C. C. controls racing within the sphere of its influence. We do not see any objection to the C. W. A. permitting its riders to compete in Canada, even if they have raced on Sundays in the States. As long as they don't race on Sunday here; it is hard to see why they should not be recognized.

An enthusiastic member of the L. A. W. writing from Riverside, Cal. tells of two meets run in that city and Los Angeles. He adds, "We had 2,000 people present and the C. A. C. C. 1,200, but we had to work like the d—— to 'do' the enemy. Just whether the L. A. W. will hold out here or not is a conundrum, for the national body shows very little sympathy for the workers here."

Bald has won nearly every race in which he has competed for the last three weeks and starts on the circuit extension nearly .200 per cent ahead of the nearest man and with 100 points to his credit in the points table. And yet some people are asking who is the champion of '98.



Send in your guesses for the mileage competition contest. Letters dated and mailed September 30 stand an equal chance with the first replies to win a pair of Palmer tires for the successful prophet.

Gassner F. Fraley, of Chicago, sends us the following affidavit:

"Between June, '95, and July, '96, I rode a pair of your 26x1 3/8-inch, lightest weight, racing tires, on the track and on city and country roads, 5,200 miles, without accident or punctures, except one small puncture.

"Most of the mileage was made on country roads, and a considerable of it when the roads were frozen and icy."

upon the merry modern wheel with Palmer tires.

The match races at Manhattan Beach, September

18, were as remarkable for the results as the quality of the racing. Ed. Spooner styled the event "the championship contest of the season." Eight leading professionals were entered, including Cooper, Gardiner, Bald, and Kiser, resulting in a great victory for Kiser and Palmer tires.



Perfect Bicycles

It requires many good things to make perfect bicycles. Some makers, who are very particular about steel quality, are quite indifferent to tire quality.

They disclaim responsibility on the ground that they do not make the tires.

And it is well that the tire maker should be responsible for his product.

But the bicycle maker is certainly accountable to his customers when he recommends a tire whose chief merit (in his eyes) is that it saves a few dollars per pair.

Of what benefit is good steel toward the making of any easy running wheel if Palmer tires are not used?

Those who know will answer, NONE.

Palmer riders, who have kept an account of their August mileage, can send us reports as late as September 30. The conditions were published in the cycle papers of September 16, and must be adhered to.

"Has Wheeler's estate been settled?"

"No. The money has been divided, but the heirs are fighting for his bicycle."

Our grandmothers, in their sedentary youth, spun on picturesque whirling wheels beside the open fire; but the fin-de-siecle maid takes her spins

Luxuriance of imagination is one of the greatest gifts of which a poet can boast. Luxury in cycling becomes the gift of any rider who rides Palmer tires.

A. M. Clark, of McIver & Clark, Nashville, Tenn., writes:

"At the meet in this city, September 10, Palmers came near making a clean sweep, although there was only one wheel equipped with them against thirty odd with other makes.

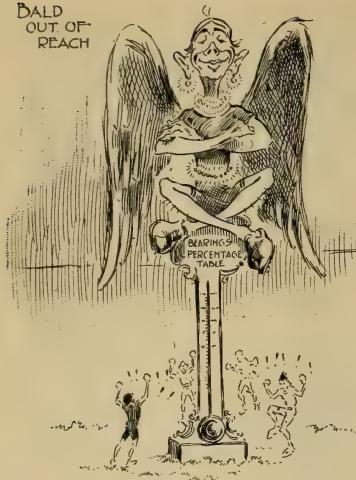
"My wheel, a Fenton, turned the trick.

"Match between Kennedy, of Chattanooga, and Lowe, of Nashville. Lowe won on my wheel. This was for State amateur championship. Lowe rides a Fenton with — & —. In the first heat he was beaten, borrowed mine and won other two heats. He said the tires aided him."

Mr. Clark won the mile and two-mile amateur events on Palmers.



BALD
OUT OF-
REACH

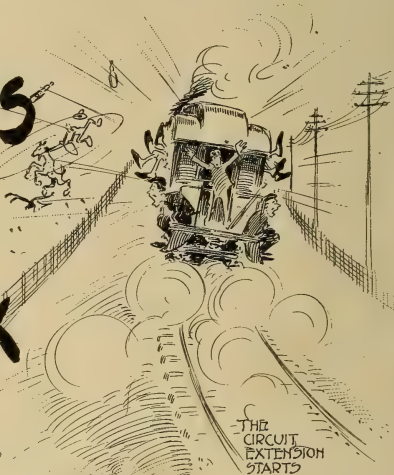


THREE
STRIKES
AND OUT
FOR LEDNA

EVENTS OF THE WEEK



WALTHOUR DEFEATS
THE "INDOOR KING"



THE
CIRCUIT
EXTENSION
STARTS



STOCKS
AT IT AGAIN



CHAMPION
CHASES CHASE

ALBANY

Seamless Steel Tubing

Equal in grade and quality to any bicycle tubing in the world. ✻✻ Made with the most improved machinery—hydraulic power benches and every modern equipment required to produce the best obtainable high carbon tubing.

UNIFORM IN THICKNESS.
PERFECTION IN FINISH.

An abundance of natural gas—nature's free fuel—flows from our own wells and contributes its share to the quality and economical drawing of our finished product.

Capacity, 6,000,000 feet per year.

Write for prices and samples.

ALBANY MFG. CO., - - Albany, Ind.

Mention Bearings

TRADE

TRADE LETTERS

BOARD OF TRADE MEETING.

Manufacturers Decide on a Sixty-Day Guarantee and Vote Down Cycle Shows.

New York City, Sept. 27.—A guarantee of sixty days on bicycles and the non sanction of national or local cycle shows is the sum and substance of the meeting of the board of directors of the National Cycle Board of Trade, held last Thursday. A guarantee was adopted which brings the time down from six months to sixty days, while the board's position in regard to cycle shows was reiterated, as it was voted not to sanction national or local cycle shows of any kind.

Chairman A. L. Garford presided at the meeting and the following members were present: Kirk Brown, R. L. Coleman, R. S. Crawford, C. W. Dickerson, C. H. Funnell, Walter Measure, A. R. Peck, A. G. Spalding, and L. M. Wainwright. Geo. H. Day and C. S. Dikeman and J. L. Yost were the only members of the board not present, the first two being in Europe.

There was considerable discussion when the matter of the guarantee came up, many of the directors being in favor of abolishing the guarantee entirely. Such a change from the six months' guarantee appeared too radical, however, and the happy medium was struck by adopting a guarantee of sixty days from the date of purchase.

Cycle Shows.

The question of cycle shows resulted in a motion being adopted, to the effect that no national or local shows would be sanctioned. A number of out of town members of local boards were present and expressed disappointment at the action of the directors. Some went so far as to insinuate that local shows would be held, sanction or no sanction.

The new guarantee for 1898 bicycles will read as follows:

We agree with the purchaser of each —bicycle, to

make good, by repair or replacement when delivered at our factory, transportation prepaid, any imperfection or defect in material or manufacture of such bicycle; provided, that the factory serial number shall be on such bicycle at the time the claim is made, and that all imperfect or defective parts shall be referred to us before any claim for repair or replacement shall be allowed. This guarantee does not cover the cost of repairing said bicycle when damaged by accident, misuse, or neglect. This guarantee continues for sixty days from the date of the sale by the agent.

New Members Admitted.

The following applicants were admitted to membership: Active—H. S. Follansbee, of the Brown Saddle Co., Elyria Ohio; J. A. Hunt, of the Hunt Mfg. Co., Westboro, Mass.; H. C. Williams, of the Fay Mfg. Co., Elyria, Ohio, and the Kundtz Bending Works, of Cleveland, Ohio. Associate members—G. R. Johnson, of the G. R. Johnson Co., New York; Charles H. Ingersoll, of Robert H. Ingersoll & Bro., New York, and George A. Vaughn, of the United States Net & Twine Co., New York.

It was thought that the action of the cycle board of trade in regard to guarantees on bicycles would be followed by the Rubber Tire Association, but Secretary Kirk Brown says the action would have no effect whatever on the tire makers. He said the association had promulgated a guarantee of its own which ends with December 1 of each year and which provides that no free repairs shall be made unless there is a defect in the tire. In no way would the guarantee on bicycles affect the tire makers as the latter have decided that no matter when a tire is bought the guarantee shall be good only until the end of the current year.

Mr. Spalding Talks.

There is little doubt but what the move will be appreciated by the makers over the entire country inasmuch as the guarantee privilege has been abused by riders in the past. When seen by Bearings' representative A. G. Spalding said the new guarantee was adopted by unanimous vote although many were in favor of abolishing it entirely,

IT'S A GOOD PLAN TO BE ON THE RIGHT SIDE OF THE MARKET

Jobbers and dealers looking for "good things"
for '98, will find it to their advantage to take
a look at

OUR NEW MODELS OF MARCH-DAVIS

and Admiral bicycles on exhibition in room 800,
Isabella building, 46 Van Buren street, Chicago.

MARCH-DAVIS CYCLE MFG. CO.

Factory, 44th and North Aves., Chicago.

47 Warren St., New York.

Mention Bearings



CHASE
TOUGH TREAD
TIRE

LESNA ON.....

CHASE TOUGH TREAD TIRES

Has broken all American records 3 to 30 miles.
All world's competition records 3 to 25 miles.



Light
and
Resilient.
Practi-
cally
Puncture
Proof.

Made by L. C. CHASE & CO., Boston.

Branches: NEW YORK, CHICAGO, PHILADELPHIA, BUFFALO, SAN FRANCISCO, LONDON.

Mention Bearings

while others suggested thirty, sixty, and ninety days. Mr. Spalding said: "The guarantee has been a hardship on the dealer and repair-shop men in the past inasmuch as riders were prone to make unreasonable demands which the repairman was sometimes compelled to accede to, in order to keep trade. Although the guarantee on '98 bicycles will be for sixty days, I know that any reputable manufacturer will always make good any defects that may show in one of his bicycles, even a year from the date of purchase. The bicycle business at present is entirely different from its state five years ago, when everything tried on a wheel was new and needed a long guarantee to satisfy the rider. The business is now an established one and should be run on the same principal as any other business. And I notice that very few tradesmen are willing to guarantee their goods, no matter what kind, for a year or six months."

R. Lindsay Coleman expressed the opinion of the other directors in regard to the guarantee when he said, "I voted for it and consequently it must be a good thing for the makers."

It was announced on Saturday that notwithstanding the board's action in refusing to sanction cycle shows of any kind, the Sportsmen's Association would give a cycle show in connection with its regular exhibition at Madison Square Garden in January. J. H. Dressel, the secretary of the association, states that a representative cycle show will be held in connection with the exhibition of the sportsmen's goods at the Garden from January 13 to 22. "This action," he said, "is in deference to the expressed wish of fully two thirds of the cycle trade, representing makers and dealers. It is not proposed to antagonize any person or organization, but simply to meet the desired want."

It might be stated that the Sportsmen's Association includes many members who are directly or indirectly in the manufacture or sale of bicycles, and there is a bare possibility that some of them will exhibit at the exposition, although the members of the trade who have seen said it could hardly be a cycle show such as New Yorkers have seen in the past. Circulars have been sent out to the tradesmen over the entire country and developments will be awaited with interest.

AL. REEVES.

TRADE BEGINS TO IMPROVE.

Regular Dealers Outdo the Auction Houses—
Schleuter Company Making Machinery—
Agents Go Out of Business.

Cincinnati, Ohio, Sept. 27.—Trade took a sudden turn for the better last week and

the retail business is now enjoying an unprecedented boom for this season of the year. The regular dealers have at last been able to down the auction houses. They have met the auction houses upon their own ground and have gained the day. Within the past month there were auction sales of bicycles advertised several times each week, but each time the dealers also advertised special sales and as the public would rather patronize the regular dealers than the auction houses the latter did not realize very much.

The factories are mostly shut down with the exception of the plants of the Schleuter Cycle Co. and the Alpine Safe & Cycle Co. The former company is at work on bicycle machinery, which it manufactures extensively, the principal articles being a rim machine, a handle bar bending machine, and a truing device. The Alpine company has at present a force of about forty men at work, and a contract has just been closed with a Georgia house to furnish a large number of bicycles for immediate delivery. The company has not as yet decided upon its '98 prices.

Makers of the Howe to Move.

The Howe Scale & Cycle Co. will remove October 1 from its present quarters at the corner of Pearl and Main streets to the large five-story stone building opposite the post-office. The new quarters will bring the company into the very heart of the business portion of the city. The Howe company announces that it will have the largest assortment of bicycles in the city.

Two more dealers left the cycle trade during the past week. The Avondale Cycle Co., located in Avondale, one of the largest suburbs of the city, has closed its doors and will go out of the business for good. This company handled several agencies but paid most attention to repair work. It had a most successful season as there was no competition to speak of in that neighborhood. The company, however, was unwilling to sacrifice the profits in maintaining the large expense during the dull season.

William Henley, located on McMillen street, also left the trade, assigning the same reasons for his actions. He devoted his attentions exclusively to repair work and had one of the largest repair shops in the city. Mr. Henley also carried a large line of sundries and did a big livery business.

The Marqua Carriage & Toy Co. is practically out of the regular bicycle trade, although it has the largest line of juvenile bicycles in the city. This season it was particularly active in the cycling trade and disposed of a large quantity of wheels.

The Marqua company will receive a large consignment of juvenile wheels within a very short time, for the holiday trade, and announces that it will then have the best assortment of juvenile wheels ever seen in this city. C. G. Ellis & Sons are fast disposing of their stock of bicycles preparatory to leaving the trade. They are large jobbers of bicycles and do not cater very much to the local trade. This firm will in future devote all its attention to the saddlery and harness business. C. F. W.

STIRRED UP BELOW.

Antipodeans Excited Over Pope and Rudge-Whitworth Cuts—They Discuss Relative Merits of Imported Wheels.

Wellington, New Zealand, Sept. 2.—The excitement created in trade circles, and, indeed, in cycling circles generally, by the cut in prices announced by the Pope company of America and the Rudge-Whitworth company of England has not in any way abated, and every one is anxiously awaiting the arrival of mails from the United States and England to learn of any fresh developments. The New Zealand cycling papers are devoting much space to the discussion of the subject, while the daily newspapers are receiving liberal showers of letters from citizens who "have always maintained that the price of bicycles was altogether too high" and that the "present prices charged for machines are nothing more nor less than an iniquitous extortion," etc. Other correspondents quote columns of figures and show how the metal portions of bicycles could be manufactured for \$30 or \$40 and tires for two or three dollars, and therefore the highest grade bicycle should be retailed here at a cost not exceeding \$60. These malcontents forget to take into consideration the matter of the expense of the erection of works for the production of wheels, or, if they do not forget this item, they always omit to show such costs in these estimates. But, accepting their figures as being correct, it is all the more strange, that some of these smart individuals who see such a heap of money in the bicycle industry have not themselves launched out into the business. But they are too sensible to believe all they write.

Say England Must Copy American Wheels.

The remarks of the cycling journals have not been altogether complimentary to Uncle Sam, and insinuations are thrown out that what the Waterbury is among watches, so in the majority of cases the American wheel is among bicycles. But, on the other hand, there are those journals which are disposed

to give Brother Jonathan credit, recognize his work as being substantial and good, and advise John Bull (that is, the English wheel makers) to come down from the imaginary high pedestal upon which he has set himself. They do not hesitate to say that the English makers must build more on the lines of the (by them) much-despised Yankee mount in order to successfully compete with their rivals across the water, and this is certainly very good advice, if one can judge by the way the American machine has "caught on" in New Zealand.

Is Winning on Its Merits.

Referring to the reception the American wheel has received in this country, a remark made by a New Zealand maker to an interviewer should be encouraging to American makers. This gentleman, A. Lowry, of the firm of Oates, Lowry & Co., the largest makers of bicycles in New Zealand, whose works are situated in Christchurch, in giving his views on the trade generally after a trip to this city, says: "As to the popularity of American machines, it is admitted that more American bicycles have been sold in Wellington than in any other town in New Zealand. I have been told that they were the only ones procurable last year when the cycling craze caught on with the Wellington people." Mr. Lowry's testimony is all the more valuable when it is remembered that Wellington roads are recognized as the worst to be found in any city in New Zealand; it is a standing remark that nothing but a good wheel can be ridden over Wellington roads, and it is also admitted that there are fewer "old corks" to be seen on the streets here than in any other New Zealand city, the point of this being that they will not stand the roads. English machines were, as Mr. Lowry says, rather scarce last year, but the success of the American wheel here is due only in a small measure to this. The American wheel is winning on its merits. Were the American machines fitted with detachable double-tube tires as English wheels are now almost universally fitted, there would be practically but one machine in the field, and that the American. It is also worthy of note that the only machines which have had to be disposed of by public auction in this city are of English origin. This at least is significant.

My prediction, in an earlier letter, that the coming season will be a big one and that the large number of machines in bond in this colony at that time (the number has now been very considerably reduced), would easily find buyers, is supported by Hugh Inglis, agent for the American Humber in this city, who told a newspaper man that

he thought the coming season would be bigger than any previous one, and that he considered the chance of a "slump" in the market in New Zealand very remote.

Discussing Cheap Wheels.

The recent editorial article in Bearings as to American makers using England as the "dumping ground for Yankee trash," has been exercising the minds of cycling writers to some extent both in this country and in Australia. They have seized upon the article as an excellent opportunity to ask whether Brother Jonathan has been using this quarter of the globe as a dumping ground for trash. Even the Sydney Daily Telegraph can find time to comment on the paragraph, and says that the remarks contained therein "apply with equal force to the Australian prejudice against a class of English wheels. Bicycles are divided into two classes, cheap and good, and a prejudice will always exist against the cheap and shoddy order."

Another Sydney paper also deals with the subject, and indorses the views of the Telegraph. A New Zealand writer, referring to the article pertinently asks whether Brother Jonathan has "sent any trash to New Zealand in the numerous shipments he has recently made to this country? From my own knowledge of the subject," he writes, "I do not think we have anything to complain of regarding the general quality of the wheels which have hitherto arrived from the United States. True, there have been one or two instances where the machines were not what they ought to be, but such a circumstance is by no means unknown in connection with importations from England. The Yankees, however, are proverbially 'smart' in matters of business, and some of them are not overscrupulous. It therefore behooves buyers to be wide-awake when purchasing the wheel from Yankeeland. I do not advise my readers not to purchase them, for the best of them can hold their own with any other wheel."

Abuse of a Track Machine.

All this goes to show how keenly the public is watching the quality of the wheels coming to these parts. Another instance of how closely writers and the public are watching the contest now going on between the American and English wheels is supplied by a fatal accident which resulted in a road race at Palmerston North, an inland town about eighty miles from this city, a few days ago. The accident was caused by the crown of the machine snapping, the rider being pitched on his head, receiving such injuries as resulted fatally some days after. The name of the machine was not mentioned in the reports of the accident, but

this omission was not allowed to escape the notice of a writer of general gossip in a Wellington paper, who demanded the name and the particular make of machine the unfortunate young fellow was riding. It has since leaked out that the machine ridden was an English track racer, but although there may have been a flaw in the metal, the accident was certainly contributed to by the fact that the rider, in addition to putting the machine to such work as it was never intended for, had the saddle so adjusted that he was perched more over the front wheel than the back.

A Melbourne Dealers' Association.

A dealers' association, similar to that recently formed in this city has just been formed in Melbourne. Such associations as these are badly needed, as the trade has been much hampered by a number of men in different centers clubbing together with the object of obtaining machines at rates which leave practically no profit to the dealer. To meet such cases as these in the future, the members of the local association are under a bond to forfeit \$500 for infringement of rules, which provide only for the disposal of machines, standard sundries, tires, etc., to such syndicates at rates not less than those fixed by the association.

New American agencies continue to be taken up in New Zealand. M. O'Brien & Co., of Churchchrist, have secured the sole agency for this colony for the Remington, and they are also exhibiting samples of an American chainless bicycle. A. B. Pownall, of this city, has taken an agency for the Ben-Hur, F. A. Fischer, of Napier, has opened an agency in that town for the Cleveland, and A. W. Scott, of Dunedin, has taken up an agency for the New Haven.

W. CASTLE.

AN UNAUTHORIZED CUT.

Pope Company Will Probably Secure a New Toledo Agent Next Year—Ohio Drop Forge Plant for Sale.

Toledo, Ohio, Sept. 27.—It is not to be supposed that the Pope Mfg. Co. has authorized any published reductions like those now in effect at the Superior street agency, formerly owned and managed by Chas. R. Bowman, but there was a change at this branch last week that is causing more comment than any announcement heretofore made in connection with this much-talked-about agency. The new owner of the store and stock is Halbert S. Steig, and he is advertising '97 Columbias at \$50 and '97 Hartfords at \$35. It is announced that Mr. Bowman has gone out of the business for good.

What is the most important thing necessary to make the highest-grade bicycle?

The material of which it is made—of course.

Bicycle Rider

are you considering what your mount will be for '98? Then insist and demand a bicycle made of the highest-grade materials.

"Pioneer" 50 per cent Carbon Steel Tubing costs twice as much to make as the ordinary tubing used in most bicycles sells for. There is only one better tubing than "Pioneer" 50 per cent Carbon Steel Tubing—and that is 5 per cent Nickel Steel Tubing.

Rider, if you pay a high-grade price for your bicycle, demand and insist upon having a wheel of high-grade material, and a certificate from the manufacturer that you are getting what is represented.

Don't let the manufacturer sell you a bicycle made of cheap material at a high-grade price.

WE MAKE OUR TUBE — OF FIFTY CARBON STEEL

Because a Tube like this of



Is just as strong as



a Tube like this of

While weight for weight in a Bicycle FIFTY CARBON Steel will last so long

and TWENTY-FIVE CARBON Steel will last only so long

POPE TUBE COMPANY, Hartford, Conn.

Catalogue for one two-cent stamp.

Mention Bearings

partly because he could not devote his entire time to the industry and partly because the sale of wheels after the cut was not as profitable as might have been expected.

Talking with the writer just before disposing of his stock, Mr. Bowman said he had bought his wheels outright from the Pope company and that they had no control over the agency, so far as he was concerned. The new manager of the agency, Mr. Steig, is a resident of Toledo, and was formerly in the employ of H. A. Lozier & Co. Tom Aldrich, who was announced last week as being in control of the store, is to remain with Mr. Steig in charge of the repair and rental departments. It is not possible at this time to say just where the agency for next season will fall, but it may be presumed that the Pope company will have its interests well guarded for next season, since this change is the fourth in two years. The agency has passed in turn through Messrs. Chapman, Cochran, Bowman, and now to Messrs. Steig and Aldrich. In view of the supposedly unauthorized price-cutting of last week, it is not to be doubted that next season will find a new Pope representative installed in Toledo.

A Belgian Interested in Harden's Device.

Apropos of George E. Harden's chainless wheel device, mentioned at length in Bearings some weeks ago, together with illustrations of the wheel and mechanism, a foreign manufacturer, writing under date of September 1 from Liege, Belgium, asks if he can be granted a license to manufacture the same in that country and under what terms. The correspondent adds: "You might, perhaps, be able to sell us the component parts to manufacture the machines here. As soon as we hear from you we will go further in the matter." Coming so soon after the publication of the description of the device, this must be considered an evidence of the merit in the chainless gear as proposed by Mr. Harden.

Perry Saddles for '98.

It will be news to many men in the trade to learn of R. L. Woodrough's determination to sell the La Fave clip and handle-bar next season in connection with his lease of the Perry pneumatic saddle. The announcement of Mr. Woodrough's connection with the La Fave clip does not mean that the Perry saddle is to be by any means neglected. On the contrary, the Perry pattern is to be pushed more vigorously than ever. Even now the manufacturers, the Harris Toy Co., are reaching out for new machinery and facilities, so that the '98 output may be materially increased. The company has changed the models very ma-

terially as compared with the '97 product, though the patterns are to be of the same length and of practically the same dimensions. In addition to the models heretofore turned out, the company has added No. 3 ladies' and men's saddles, which are very wide and adapted for the use of fleshy people, and for heavy people who can not stand the jar and strain of a narrow saddle. Several hundred electrotypes illustrating these new models are to be made and used for advertising purposes. When asked for the prices to prevail for next year, Mr. Woodrough slyly shook his head, and while not admitting any reductions or offering dealers more liberal terms than this year, said the trade might be greatly surprised and benefited to get the '98 lists. The same excellent grades of material are to be maintained in '98 as in '97 and in every way the '98 Perry is destined to prove equally as popular. The company will pursue a more liberal policy next year and will employ more men and more facilities.

More Than Half Rode Clevelands.

Out of 140 wheels starting Sunday morning in the second annual century run of the local Century Road Club to Clyde and return, it was noticeable that seventy-four were Clevelands. Every Cleveland rider finished, save one, and that was a young man who became sick along the route and who had to drop out. There were seven women riders on the run, all of whom finished. Four of these female centurions rode Clevelands, and all finished within the time limit. Jack Swindeman says the other sixty seven will be mounted on Clevelands in '98. The run was one of the largest ever given in this section, and was greatly enjoyed by the riders. Of the 140 starters, 120 finished. All of them will be given medal souvenirs.

To Sell Ohio Drop Forge Co.'s Plant.

Announcements have been sent out by Dan Segur, receiver for the Ohio Drop Forge Co., asking for sealed proposals for the purchase as a whole of the entire plant of the company, located in Toledo. These proposals are to be received until noon on Wednesday, October 6, the receiver reserving the right to reject any and all bids. The plant comprises one 800-pound and one 1,500-pound Bliss drop-hammer, one Bradley trip hammer, one 1,500-pound Williams-White drop hammer, five forges, four trimming presses, two shapers, one vertical miller, one lathe; all in position and ready for operation, together with line shafting, belting, pulleys, etc. The sale also includes stock of steel dies, die blocks, office furniture and safe, and all tools used in connec-

tion with the manufacture of drop forgings. The Ohio Drop Forge company was a co-operative concern and was indebted to Mayor S. M. Jones and the Bostwick-Braun company in the sum of \$5,000 or more. To pay off this indebtedness there was but one recourse, and that to sell the plant and fixtures to the highest bidder. Receiver Segur announces that the property can be seen any time prior to the sale, on application to him.

Foreign Demand for Harden Specialties.

As indicative of the increased foreign demand for American products, the Harden Saddle & Specialty Co. is receiving numerous inquiries from importers who want to handle the Harden specialties for next season. Mr. Harden is not making any great strides for new business and in fact has made few plans for next year's trade, but the inquiries continue to pour in just the same and are all of a most gratifying nature. One of these inquiries came last week from an agent in Copenhagen, Denmark, who asked for catalogues and lowest export prices for saddles. This agent asked for terms that he might control Denmark, Norway, and Sweden. Another inquiry was from Flensburg, Germany, and in it the correspondent asked that he might control Germany for next season. In this connection Mr. Harden announces that he will shortly have his chainless wheel model ready for inspection, and that the final co-operation of several Toledo parties has been secured to manufacture it and place it upon the market.

Lamp Industry of Importance.

One contract of considerable importance was closed last Monday by the E. P. Breckenridge Co., when an influential foreign jobber, Charles Achen by name, called at the plant in person and left a specified order for his '98 supply of the Imperial, Klondike, and Light Weight lamps. Mr. Achen comes from Copenhagen, Denmark. He was in Toledo for several days, and with Col. T. B. Terry, of the Truman Bicycle Co., visited several local industries. The contract with the Breckenridge company calls for large shipments on a cash basis, and is bona-fide in every way. K. S. Breckenridge, who is superintendent of the plant, gives out the information that an inspector was added last week, whose business it will be to do nothing but examine every lamp before it goes out. If not satisfactorily finished, or if a flaw is found, the lamp goes back, and, if necessary, for a second time, before it is boxed for shipment. The Breckenridge company has in the past employed several hundred employes on the manufacture of

its tinware goods, but when the lamp industry was started it added many more. In fact, the lamp industry is destined to prove one of the strongest features of the plant, since there has been such a widespread demand for all lamps turned out, and since they have given such universal satisfaction.

Shut Down for Inventory.

After finishing up all orders on its books, the Colton Cycle Co. has shut down the plant for inventory and for the preparatory work incident to the '98 season. A Bearings man was last week permitted to take a peep at an unfinished Colton model for '98, and within a few weeks will have a detailed description and an illustration of this model for publication. It may be said in this connection that the wheel is a beauty and at \$50 will be one of the strongest sellers ever turned out by the Colton people.

J. L. Yost to Visit Trade Centers.

Before making a final canvass for the November election, Jos. L. Yost will visit several of the larger trade centers, including New York and a jump from there through to St. Louis, to arrange his fences for the 1898 output of Falcons. As is well known, Mr. Yost is a candidate on the democratic ticket for the office of county treasurer, and it has kept him rather busy to arrange his political fences for the campaign. Although he is generally among the foremost in announcing his plans and features for the advance season, Mr. Yost has not decided just what policy he will pursue this season, for the reason that he can divide his output into many centers, or sell it outright to certain large dealers. It has been reported that the entire Falcon output is wanted by an eastern house, but since Mr. Yost has been non-communicative on this matter, it can not be verified. The Falcon for '98 is about ready for the trade, and Mr. Yost himself makes the announcement that its features will be given out shortly.

VANCE PRATHER.

AUTOMOBILES IN FRANCE.

Consul Brunot Calls Attention of American Manufacturers to the Growing Popularity of Motor Carriages.

Washington, D. C., Sept. 27.—In a report to the State Department, Consul Brunot, at St. Etienne, France, says he thinks it right to call the attention of some of our enterprising manufacturers to the great strides being made in France by builders of automobiles. Not a month passes without some new company starting up, and the variety of systems offered to the public is almost beyond the limits of nomen-

clature. Naturally, the reason of this keen competition on the part of the different firms is the constant demand of the public to possess this new mode of locomotion. The French proverb which says that the appetite comes on by eating, might fitly apply to the present state of public sentiment on the subject.

Development of the Idea.

Many years ago, shortly after the Franco-Prussian war, M. M. Dion and Bouton, who built engines more or less ingeniously devised to draw carriages, endeavored to demonstrate the possibility of using steam carriages on the roads. But these motors were independent of the vehicles. Although this small beginning was continued and somewhat improved on by others, the public did not take to them; they looked clumsy, gave out a certain amount of smoke and were generally considered as a ridiculous mode of conveyance. But the idea was not to be abandoned; the inventive spirit was aroused, and the final result was certain to be successful. The point in consideration was not only to have the motor apparatus form a part of the carriage itself and of the smallest compass possible, but also to find a substitute for steam. Gas was tried but was proved inapplicable and expensive, and electricity, which the consul doubts not will in the near future supplant every other motive power, was not then sufficiently practicable. The choice fell on petroleum, which up to the present seems to fully answer the expectations both of the motor carriage builders and the public. At first, however, the smell of the oil was very disagreeable, especially to those who followed in the wake of this fin-de-siècle carriage, but this inconvenience has been almost totally suppressed by most builders and satisfaction is general.

Petroleum Supersedes Steam.

The petroleum motor is a kind of gas motor with an apparatus for mixing immediately hydrocarburetted air; this apparatus is called a "carburetor." The first patent for petroleum vehicles was taken out in January, 1884, by Gottlieb Daimler, a German engineer. A year later he considerably improved his system and immediately several great automobile constructors abroad adopted it, among them in France, Messieurs Lavassor, Peugeot, and Rossol de Lille. The superiority of petroleum motors over steam was fully demonstrated in 1894, in the competition organized by the *Le Petit Journal*. Out of twenty-one motor carriages which ran between Paris and Rouen, fourteen were petroleum and seven steam. All the former accomplished the

journey without difficulty, while only three of the latter were able to arrive at the destination. Last year a similar experiment was made between Paris and Marseilles and out of the thirty-six vehicles that ran, only three were operated by steam; consequently, it may be affirmed that petroleum has entirely superseded steam for motor carriages.

Quite recently automobiles were regarded only as objects of luxury, but their practicability was so apparent and impressed the public mind so favorably that several commercial houses have adopted them for the transport of their goods, while a large cab company in Paris is running about 500 of them for public fares.

Why Automobiles Are Popular in France.

All this is to prove the great and increasing interest taken in this new means of locomotion. However, there are one or two factors which will assist us to understand why automobiles can be adopted with facility in France, and why the idea has readily been seized upon by the people of that country. It is well known that France possesses the best road system in the world. The highways are indeed admirably kept and are as smooth as billiard tables. Another factor which has its importance in the subject under consideration is that there is no restrictive legislation on this new method of traveling. The automobile carriages are regulated by the same laws that appertain to every other vehicle. So long as one keeps to the right side of the road, does not run at top speed, and lights carriage lamps at dark, he may feel himself free to come and go at will. If we should endeavor to read the future of automobile traveling in the light of past history concerning bicycles, we might confidently affirm that the motor carriage will increase its hold on the public favor and that money will be rapidly made by those who embark in the business. It is for this reason that Consul Brunot would like to impress on our manufacturers at home the advantages that would accrue to them from intelligent competition.

Cost of French Motor Carriages.

In order to avoid disappointment, it is of paramount importance that our manufacturers should not confine themselves to the sending of advertising sheets, no matter how enticing, but to establish representative houses in some of the large cities. The public requires to see and to examine before purchasing articles involving considerable outlay.

Consul Brunot gives some of the trade prices of French automobiles of the most modern type. These range from \$900 for a two-seated carriage of three-horse power to

\$1,200 for a six-seated wagonette. Delivery vans are also rated at \$1,200. An additional sum of \$40 to \$120 is charged, according to the number of seats, for vehicles fitted with rubber tires. The carriages have generally three grades of speed—slow, moderate, and fast. The petroleum used is called essence of petroleum, with a specific gravity of .700.

H. G. WARD.

DISCUSS CYCLE SHOWS.

St. Louis Dealers Want to License Auction Houses and Favor Holding a Local Cycle Show.

St. Louis, Mo., Sept. 27.—At a meeting held September 22, the local cycle board of trade thoroughly discussed two matters that are of vital interest to the trade. One was that of determining means for controlling bicycle auction sales and the opening of temporary salesrooms by manufacturers, and the other was concerning the holding of local cycle shows. Under the first head it was shown that prominent manufacturers had rented stores on leading thoroughfares, in consideration of the "for rent" signs being allowed to remain, as day to day tenants, at a merely nominal rental, not paying any merchant's license or tax whatever, much to the detriment of the local trade, and Messrs. R. L. Hill and John McCargo were appointed a committee to investigate the feasibility of having a bill passed by the municipal assembly similar to the one in force in Kansas City, which in all cases of temporary bicycle sales calls for a license fee of \$20 per day during the first ten days of the sale and \$10 per day thereafter during the continuance of the sale, with a fine of a \$1,000 for failure to comply with the law.

While no sales of the above kind are going on at the present time, a number of them have been held during this season, and the local dealers feel that they have cut deeply into trade that was legitimately theirs, and that they are justified in taking steps to place the temporary store on a basis that will be more equitable to the permanent dealer.

Dealers Want Local Option.

Regarding local cycle shows the sentiment was very positive and the resolution passed might be considered the first note of defiance to the authority of the National Cycle Board of Trade, especially in view of the reiteration at the meeting held this last week of the position considering the non-sanctioning of cycle shows, either national or local. The resolution which was unanimously adopted was as follows:

Resolved, That it is the sentiment of the St.

Louis Cycle Board of Trade that the National Association of Cycle Dealers assume control of and sanction local cycle shows, and that such shows be held only by and under the auspices of local associations; and, further, that members of local cycle boards of trade refuse to take part in or patronize any shows held by or given under the auspices of others.

The stand taken in regard to local shows was that the retail dealers in a given locality were the best judges as to the advisability of holding local shows, and that if the manufacturers did not approve of them the limit of their jurisdiction was in declining to furnish specially finished machines, fittings, or features for them, and did not extend to the prohibiting of these shows. Furthermore, they argued that the dealers' association was in closer touch with the retailer than the manufacturers' association, and that it could rightfully assume the sanctioning of shows as within the scope of its objects, for the purpose, principally, of protecting the trade from speculators, who would promote shows solely for personal gain.

The East Favors Local Shows.

While in the east recently, Secretary McCargo, of the Retail Dealers' Association, sounded the trade in reference to shows and found the sentiment strongly in favor of them and averse to the action of the National Board of Trade in refusing to sanction them. The managers of branch houses shared this feeling, but, of course, could do nothing, and the fact that branch houses are numerous in the largest eastern cities, notably New York, Boston, and Philadelphia, made the national manufacturers' association seem allpowerful. President Garford, of the National Cycle Board of Trade, stated to Secretary McCargo that they would not relinquish the right to sanction local shows, at least unless they received a portion of the sanction fee. This statement would seem to establish grounds for a possible compromise and as the show season is still some time off, everything may be serene by that time.

W. P. L.

W. ROY MITCHELL SELLS OUT.

N. U. Carpenter Buys the Sterling Agency in Washington—Will Organize the Carpenter Cycle Co.—Other Matters.

Washington, D. C., Sept. 27.—The announcement that N. U. Carpenter has purchased the business of W. Roy Mitchell, the Sterling agent, at the corner of New York avenue and Fourteenth street, created considerable surprise in the trade. Mr. Mitchell has been identified with the local trade for a number of years and has always given his best aid to the advancement of cycling.

Mr. Carpenter has been identified with the Sterling Cycle Works ever since that company was organized and is well and favorably known throughout the country. It is his intention to organize a stock company and to incorporate the same under the name of the Carpenter Cycle Co. The Sterling will continue to be the leader of the new firm, and a medium grade line will also be carried, in order to accommodate all classes of trade. Extensive improvements are to be made in the store, and it will be the aim of Mr. Carpenter to provide every convenience for riders of the wheel "built like a watch."

Arlington Cycle Co. Removes.

The Arlington Cycle Co. has removed from 730 Ninth street, northwest, to 224 East Capital street. This company has the agency for the Eldredge and Belvidere, and during the early part of the season did a splendid business, but the slump in the wheel market caused it to remove to smaller quarters in order to cut down expenses.

Manager Joyce, of the local branch of the Pope Mfg. Co., had a number of callers during the week. Prominent among them was Gen. A. P. Day, superintendent of the factory of the Pope Mfg. Co. Mr. Day is commissary general on the governor's staff, and was in Washington as a guest of the Hartford City Guards, who were on a trip to Washington. He expressed himself as being well pleased with the city, and especially with the handsome new quarters of the Columbia. Henry Schlessinger, assembler at the Pope factory, was also a caller during the week. He has been assembler of the Pope works ever since the first Columbia was manufactured. The circuit chasers who were in Washington this week also called to renew old acquaintances with Mr. Joyce.

Required More Room.

The District Cycle Repair Co. has removed from 804 to more commodious quarters at 811 E street, northwest. This move was made necessary, owing to the great increase in their business during the past few months. In addition to doing all kinds of repair work it is the intention of the company to put in a line of medium grade wheels, and it is now negotiating with a number of manufacturers for an agency.

A representative of the Chrono-Cyclometer Co., of Boston, was recently in the city and appeared before the officials of the patent office in regard to the patent allowed the company on a cyclometer. Broad patents have been allowed on this little device and the company will put out a large number of them next year. This cyclometer

registers the speed of the rider also and is a handy thing to have in a city where the laws are very stringent in regard to fast riding.

McGowan Removes to Washington.

C. E. McGowan, who was formerly the Baltimore agent for the Warwick, has closed his store in that city and has since then opened a place at 1405 Fourteenth street, Washington. It is his intention to close out his remaining stock and to put in a full line of medium-grade wheels, for which he believes there is a ready market. Mr. McGowan is negotiating with several manufacturers for such a line, and it is his intention to put a life guarantee on them, as an inducement to purchasers. Mr. McGowan has had considerable experience in the cycle business, having been connected with the firm of C. E. Miller & Bro., the local agents for the Warwick. A feature of his store will be a fully equipped repair shop in charge of competent men, and special attention will be paid to all kinds of difficult repair work.

Expects Good Fall Trade.

Paul von Boeckman, agent for the Viking at 1819 Fourteenth street, has received a large shipment of Keno bicycles, made by the Union Mfg. Co., of Toledo, and is putting a great many of them out. The Union people have just put this wheel on the market and as it is low priced and the material and construction are first class, it will no doubt have a very large sale. Mr. von Boeckman is looking for a fairly good fall trade.

The D. C. Cycle Works is the style of a concern that has opened an establishment at 1919 Fourteenth street. It is the intention to build a line of wheels for the local trade and to do all kinds of repair work. The parties interested in the concern were formerly in the bicycle business in Chicago.

Brittain Becomes Inspector of Agencies.

James Joyce, Jr., the temporary manager of the local branch of the Pope Mfg. Co. informed the Bearings representative that there was an appreciable increase in business during the past week and that all the indications point to a very good fall trade. While Mr. Joyce has been in the city a very short while, he is making a host of friends and is rapidly getting a line on the local trade. It has been announced that J. Hart Brittain, who was formerly the local manager, would shortly assume the duties of inspector of agencies in the Atlantic coast states. This is a responsible position and Mr. Brittain will undoubtedly fill it with credit to himself and to the company.

The firm name of the Metropolitan Cycle



"The ability of the rider to take advantage of the best there is in any bicycle depends upon the tire. A cheap wheel with a sound tire is, for the moment, a better vehicle than a high-grade with a tire that leaks. If the tire goes wrong, the machine stops, no matter how good the quality or excellent the order of its other component parts." — (American Cyclist, Sept. 24). Always poor, cheap tires in '98 will be a little worse than usual. The

only difference between this and former years is, that the drop in wheel prices now brings them to the attention of manufacturers who ordinarily would not give them a thought. If you are one of these, remember this: ***There is absolutely no margin for a drop in tire prices except by a cut in tire quality.*** The principal item in good tires is Para rubber; this is higher than a year ago. The fabric is just as high, the labor of making the tire just as great. We repeat—to lower prices and retain quality is not possible for us or any other manufacturer.

League quality will not be lessened one iota.

Chicago 143-145 Lake St.
St. Louis 210 North 12th St.
Indianapolis..... 79 S. Illinois St.
Philadelphia 308 Chestnut St.
Boston 24 Summer St.
San Francisco 509-511 Market St.
New York 25 Park Place.

This season, as last, it will be the best tire our money can make—the best your money can buy.

NEW YORK BELTING & PACKING CO. LTD

Mention Bearings

INDIANA CHAIN CO.

INDIANAPOLIS, IND., U. S. A.

Makers of Celebrated Indiana Chains. Write for prices.

FOB mailed for 26c.

No.7

Mention Bearings



Co. has been changed to the Cleveland Cycle Co. Under the efficient management of James F. Broadbent the company has become one of the largest and most successful firms in this city. He has succeeded in putting nearly every member of the Washington baseball club on the popular Cleveland.

H. G. WARD.

THE MEXICAN TRADE.

Business at Monterey and San Luis Potosi Is Good—What the Dealers Are Doing.

Monterey, Mexico, Sept. 27.—The bicycle trade of this truly cosmopolitan city may be said to be in its infancy, but it is certainly a very lusty infancy. Notwithstanding the fact that there was very much of an effort made in former years to create an interest in cycling, and with one exclusive cycle store, and others who also carried wheels, with further numerous curbstone agencies, there was really no business to speak of until the beginning of the present year, or perhaps, more correctly speaking, late last season. The brick paving which began about that time has been the salvation of the trade, and to that cause may be credited the major portion of the present demand. This paving is being kept up religiously, and a very high class of work is being done, and the city officials are taking every precaution to protect the work after it is completed. The brick streets are only open to the lighter grade of traffic. The express companies having offices on Zaragoza Plaza are compelled to transfer express matter over the brick paving in light trucks. The bricks that are being used are the equal of any in the United States, and the foundation for them is laid on the most improved methods.

The Dealers of Monterey.

The dealers of Monterey are of a hustling, energetic sort, and are reaching out all over the northern portion of the republic for business in their line, and in some cases are very successful. Only those thoroughly versed in handling the trade of this country and speaking and writing the language to advantage are able to compete in the wholesale trade, or to any extent for that matter in the local trade. Of the four local dealers, two of them only make any particular effort to work the neighboring cities, and both of them with fair success.

Hernandez & Lecea, the Clipper agents, have been very successful in working the outside trade, in addition to a large local

business. In the cycling world of Mexico there is no one better known than Gegoria Lecea, who was for quite a time the champion of Mexico in the racing line, which title he earned by defeating all of the fastest riders of the republic at that time. For the past two years, however, he has devoted his time entirely to business, but is being strongly urged by his friends at various points to fit himself for the national championships this fall, the honor of winning which is very great, and for which he is considered by all to have a most excellent chance.

The Club Original.

Sam R. Browning the gerant general of the Club Original, reports an excellent business for his firm. The firm has had a very large trade in Gladiators, Sterlings, Ramblers, and the March-Davis and Admiral lines. The club's storeroom on Zaragoza Plaza is equipped in such a manner as to be a credit to a large number of the leading retail stores in the larger American cities. The wheels are beautifully displayed, and a very large stock carried. There is hardly a more complete line of sundries shown in the entire republic. At the outset the Club Original started in to handle a few wheels as a side line, but the business grew to such an extent that it has become the greater portion of its business, requiring more time and attention than the promoters had anticipated.

Howe & Co., the pioneers, are still in the ring, and doing a better business than ever. They are no doubt doing many times the amount of business that they did before the beginning of this season, although prior to this year they had no competition. They have one of the most completely equipped repair shops, for which the modern bicycle stores are becoming famous. While they do considerable of a local bicycle trade, the repair business is their main hold, and the quality of work turned out would be a credit to any shop.

C. D. Baxter & Co. are the Victor agents. The immense cost of importing direct to the City of Mexico and then shipping back to Monterey runs up the cost of a wheel so that a dealer following that method is hardly able to compete with those buying direct from the manufacturers at closer figures. Baxter & Co. have, however, put in a number of renting wheels and are doing a good rental business.

Julio Josef, a piano and sewing machine dealer, has put in a few Imperial wheels but has hardly had time as yet to test the profits of the trade.

H. D. SPORE.

Our Twenty-first Birthday, 1898.

The whole year will be a regular birthday party for you, too. The new features in '98 Columbias should make every Columbia dealer independent; they will surely make him happy.

Perhaps You Have Guessed

some of the '98 Columbia features—very likely you have. But not all of them. No Sir!

We Have Surprises

in store that will revolutionize important features of the bicycle industry, and all Columbia dealers in good standing will reap the benefits.

It will pay you to watch this page for the next few weeks.

Pope Mfg. Co.,
Hartford, Conn.

If Columbias are not properly represented in your vicinity let us know.





Chalfant's Seat-Clamp.

Fig. 1.—590,256.—Seat-clamp; E. P. Chalfant, Kenosha, Wis.; application filed November 16, 1896; serial No. 612,377.

This clamp is designed to be used when it is desired to secure the saddle directly to the frame of the bicycle (Fig 1) instead of to a saddle post. To this end it is constructed in two hinged sections (Fig. 1^a), which are bent at the top and through which and through clamping blocks D and D', passes a bolt E. To apply the clamp, the bolt E is removed, when the sections may be spread apart and secured to the upper reach of the frame.

Finley's Brazed Joint.

Fig. 2.—590,307.—Joint; E. J. Finley, Syracuse, N. Y.; application filed January 9, 1897; serial No. 618,633.

To make a strong crank-hanger, the usual tube is supplemented by a second tube, closely conforming thereto through a part of its circumference, and having flattened sides 5 and 5. These sides are perforated for the reception of the ends of the reinforcement 7, which pass therethrough and are upturned against the inner surface thereof. The outer tube is likewise perforated, and through the holes pass the frame tubes which fit against the flat sides of the inner tube. Brazing is used throughout this joint.

Wieggenig's Ice Cycle.

Fig. 3.—590,351.—Ice velocipede; F. Wieggenig, Feldkirch, Austria-Hungary; application filed May 8, 1897; serial No. 635,649.

The use of this device is well understood. A runner is attached to the front wheel, as illustrated (Fig. 3). On each side of the

rear wheel a runner is placed, while the wheel itself is supported in the slot in the attachment. In this slot is a spring which presses the axle downward (Fig. 3^a). A chain having spikes is passed around the rim of the rear wheel, and serves to grip the ice and offers a means of propelling the bicycle.

Mosier's Adjustable Bar.

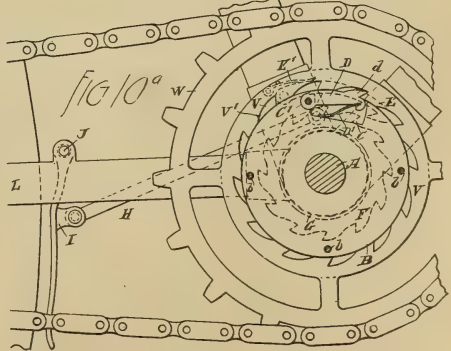
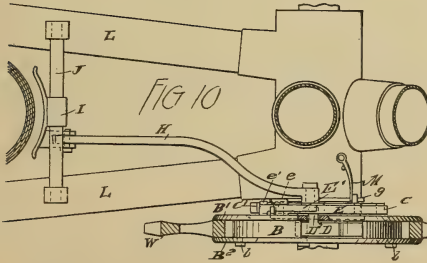
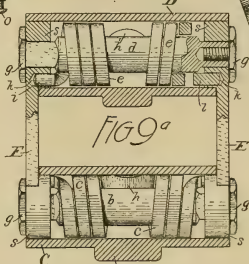
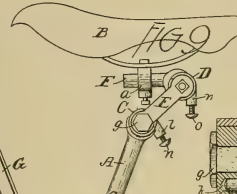
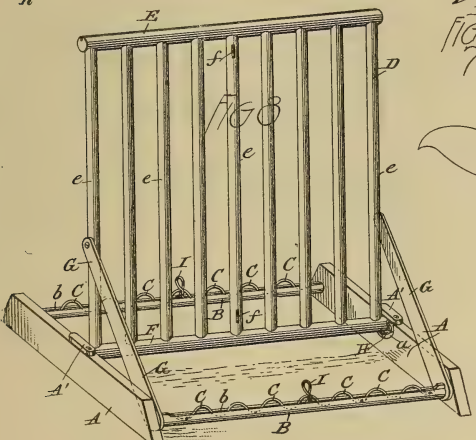
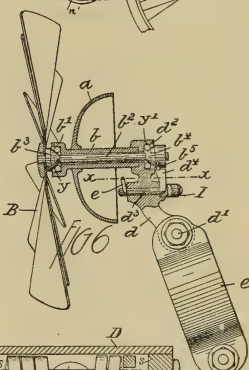
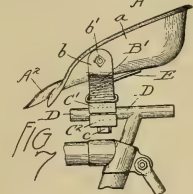
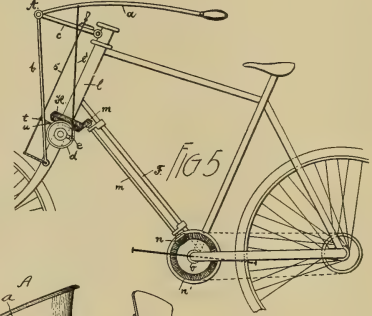
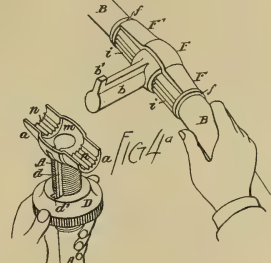
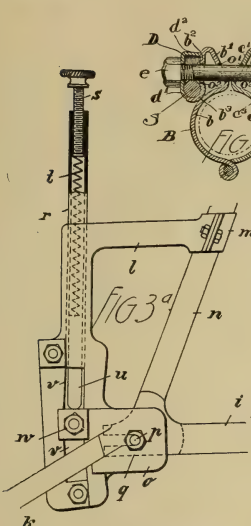
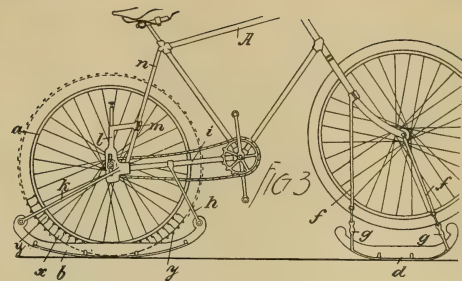
Fig. 4.—590,402.—Handle-bar; G. W. Mosier, Philadelphia, Pa.; application filed December 3, 1895; serial No. 570,952.

The stem A is formed with a threaded upper portion slotted longitudinally (Fig 4), and it has a T-head of semi-cylindrical shape in which are teeth (Fig. 4^a). The handle bar is held in a sleeve F secured to a stem b, and this bar has teeth i. When the part b is inserted in the stem A and the nut D is screwed up, the handle-bar is drawn down into the semi cylindrical T-piece, and the teeth thereof will engage and prevent rotary movement of the handle bar. By loosening the nut D, the handles may be turned as desired.

Hammacher's Freak Mechanism.

Fig. 5.—590,413.—Propelling mechanism; W. Hammacher, Wiesbaden, Germany; application filed January 28, 1897; serial No. 621,060.

In order to make use of the power of the arms in propelling a bicycle, a lever a is fulcrumed on a bracket and operates a gear wheel d through a connecting rod e'. This gear wheel is secured to the fork and turns therewith, but is in constant mesh with a bevel gear wheel journeled on the head of the frame. This latter is double, and the bevel wheel d meshes with one part while



the small bevel wheel m meshes with the other. The wheel m is on one end of a shaft, the other end of which meshes with the teeth of the face of the customary crank-shaft sprocket.

Wind-Operated Bell.

Fig. 6.—590,433.—Bicycle bell; J. G. Dunton and T. V. Lilly, Philadelphia, Pa.; application filed January 11, 1897; serial No. 618,686.

In this device the clapper of a bell is connected to a shaft, on the end of which is a windwheel. The apparatus is so arranged that the wheel may turn without the clapper sounding the bell, but, when desired, by shifting a clutch, the rotation of the windwheel will cause a continuous sound.

McDonald's Tilting Saddle.

Fig. 7.—596,439.—Seat; C. B. McDonald, Chicago, Ill.; application filed August 24, 1896; serial No. 603,751.

This seat is made of the shape shown and is pivotally supported at the sides on a transverse spring B¹ B². The rider may thus ride erect or lean forward or backward. A spring E serves to retain this seat in normal position, while its forward and backward tilting is limited by the spring B¹ and B², against the edges of which it will strike.

Temple's Folding Rack.

Fig. 8.—590,413.—Rack; A. F. Temple, Muskegon, Mich.; application filed July 31, 1896; serial No. 601,222.

This rack is designed to be folded into a small compass for storage or transportation. The two sides A and A are joined by bars B and B, in which is a curved wire to form ways for the wheels. The upright part e

has trunnions which are supported in slots in the sides A, and are held therein by the buttons A' and A'. Braces G and G hold the same in a vertical position. To fold the same the trunnions are removed from the sides and the rack e may then be turned and placed horizontally on the top of the base portion.

Goodenough's Spring Seat-Post.

Fig. 9.—590,455.—Seat-post; A. C. Goodenough, Rochester, N. Y.; application filed September 2, 1896; serial No. 604,642.

The post A is formed with a cylindrical top, while the saddle B is secured to a part F having a cylindrical end. Each of these cylinders is open at the end, and into each end extends enlarged portions of connecting straps E, joined by bolts g (Fig. 9^a). Encircling each bolt, and having their centers attached to the cylinder and their ends to the straps, are coil springs. The springs support the rider in a horizontal position and at the same time permit the saddle to rise and fall under the shocks resulting from the inequalities in the road.

Automatic Cycle Brake.

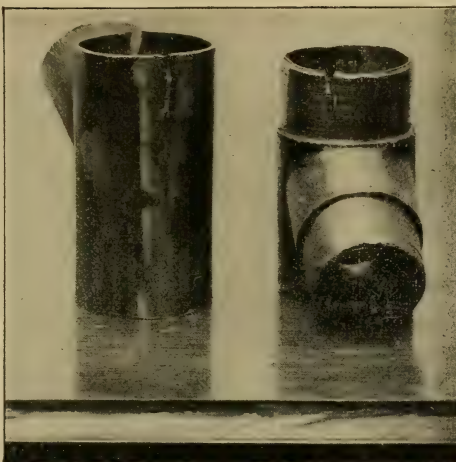
Fig. 10.—590,489.—Brake; C. J. Staberg and C. J. Pihl, Brooklyn, N. Y.; application filed August 18, 1896; serial No. 603,099.

The brake shoe I is pivoted to the frame at J, and a link H connects it with a disc B. This disc has a spring pawl d (Fig. 10^a), which may engage one of a series of teeth in the sprocket wheel W, attached to the crank-shaft. By propelling in a forward direction the pawl is passed by these teeth, but on back-pedaling the pawl is engaged by one of the teeth, and the shoe I will be pressed against the tire by means of the link H.

The Rubber Tire Association Official Repair Tag can be had by manufacturers and dealers on application to the secretary, Kirk Brown, 504 West 14th St., New York City, in lots of 1,000 or more, at \$1.75 per thousand, cash with order.

ANOTHER CASE FORGINGS WIN AGAIN

 Steel Forging
 stretched
 at
 5,000 lbs.
 broke
 at
 12,900 lbs.



 Sheet Steel
 Electrically
 Welded
 stretched at
 700 lbs.
 broke at
 5,000 lbs.

J. H. WILLIAMS & CO., 9 to 31 Richards St., BROOKLYN, N. Y.
FINEST DROP FORGINGS

TOURNAMENT TICKETS FREE

During the last three years over two millions of BEARINGS tournament tickets have been used by race promoters all over the country. They are very attractive in appearance, and are

PRINTED IN THREE COLORS ON GOOD WHITE BOARD,

the part below the perforation having on it the regular admission ticket of the promoters, which is torn off at the gate, the upper portion being retained by the purchaser and worn as are the tickets at horse racing meetings.

During 1897 we will again furnish these tickets on application (applicant to furnish copy and information as to number required, etc.).

FREE IN ANY QUANTITY

PRINTED, PERFORATED, AND STRUNG READY FOR USING.

Last year the advertisement of the Sterling Cycle Works was printed on the back of every ticket. This year we shall use portraits of prominent racing men instead. Those riders whose portraits will appear on the first lot printed will be Bald, Cooper, Ziegler, Michael, Hamilton, Wells, Lawson, Callahan, Marsh, Schinneer, McFarland, Miller, Eaton, Coulter, Davidson, Gracey, Loughhead, and Kimble.

Tournament managers are requested to write for samples and any particulars not herein set forth.

ADDRESS, TICKET DEPARTMENT,
 46-48 VAN BUREN ST.,
 CHICAGO. **BEARINGS PUBLISHING COMPANY,**

PEOPLE AND THINGS

A NEW HUB CONSTRUCTION.

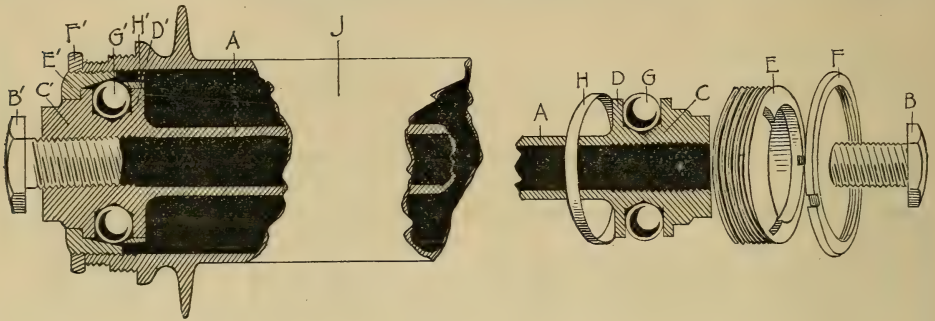
Andrew Benson, late master mechanic for Rouse, Hazard & Co., is the inventor and patentee of a new construction for bicycle hubs and bearings which contains undoubted merit. Mr. Benson's invention combines the use of the desirable three-point bearing and simplicity and neatness. The accompanying cut shows a detailed sectional view of the hub.

The axle A is turned from bar steel and is hollow throughout its entire length. At either end it is threaded to receive the bolts B and B', which perform the duties of set nuts in the ordinary axle. On the axle, and integral with it, are the cones C and D and C' and D'. The adjusting cones E and

possessed by no other hub that we have seen, in the fact that a wheel fitted with the invention is very easily removed, and from its simplicity it should be constructed at no great cost. Mr. Benson, who is located at present at 708 West Van Buren street, Chicago, is preparing to put his invention on the market. When this is done we predict a large sale for it.

A SUCCESSFUL CONCERN.

One of the most successful concerns in Cleveland, engaged in the manufacture of bicycle material, is the United States Standard Drawn Steel Co., with offices in the Western Reserve building and mills at Cuyahoga Falls, Ohio. This firm manufactures



Benson's hub.

E' are threaded so as to screw into the hub J, and are held in place by the lock nuts F and F'. The balls are held in place when the axle is removed from the hub by the ball retainers H and H', which are constructed from common tubing and are held in place on the cones D and D' by friction. When it is desired to remove the balls the retainer can be slipped toward the center of the axle on one side and the balls allowed to drop out. The front wheel of a bicycle can be removed without the necessity of having slots in the forks or of spreading the forks, by the removal of the bolts B and B', as will readily be seen by reference to the cut. The rear wheel likewise can be removed without the necessity of unbolting the chain. By the removal of the lock nut F and the cup E, as shown in the cut, the entire axle can be removed from the hub without displacing the balls. Mr. Benson's invention is entirely practical, is simple, containing less pieces than the ordinary first-class hub and bearing, has advantages

cold drawn steel tubing, by its own process, in bright, blued, or oiled finish; corrugated, hexagonal, square, round, half round, and D shape; also special shapes to order. By its process of manufacture, the material is not brought into contact with acid. Pickling is avoided, thus doing away with pitting and destruction of the fiber of the steel and preventing crystallization which, it is said occurs to a greater or less extent where acid is used. All tubing is annealed in a specially designed patented furnace, so there is never any direct contact of the tubes with the fire. This prevents any scaling of the surface and it is claimed that the tube comes out so highly finished that it can be nickel plated without any further buffing or grinding. All stock is made from the best quality of Swedish steel and guaranteed of uniform gauge and strength. The company also turns out highest grade polished steel especially adapted for automatic screw machine work and bicycle parts; cones, cases, cups, head cones, front,

I MOMENT, PLEASE!!

Have you received a sample of our

CONTINUOUS FORKS?

if not, we will take pleasure in submitting one for your inspection. The QUALITY and FINISH will be found up to our usual high standard. They will make a DRAWING CARD for '98. If desired we can furnish these forks TAPERED GAUGE or REINFORCED.

Write us for further information.

THE STANDARD
OF THE WORLD

"SHELBY"

QUALITY
UNEQUALLED

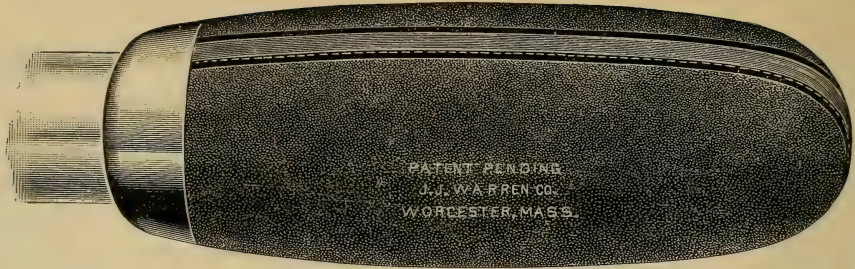
THE SHELBY STEEL TUBE COMPANY,

Main Office and Works, Shelby, Ohio, U. S. A.

Eastern Office and Wareroom,
144 Chambers St., New York.

European Office and Wareroom,
29 Constitution Hill, Birmingham, Eng.

Western Office and Wareroom,
135 Lake St., Chicago, Ills.



The Warren grip.

rear and crank-axes, solid seat-posts, bright screw rods in round, flat, square, and hexagonal shapes, special bright hub steel, free cutting, and also figure 8 and B shape chain steel. A neat souvenir in the shape of a foot rule, made from hexagonal tubing, is now being mailed to the company's trade.

WARREN'S NEW GRIP.

The J. J. Warren Co., of Worcester, Mass., is out with a new handle-bar grip for bicycles which is expected to meet with great favor among cyclists. The grip is made of solid leather on the outside, covering hard wood on the inside which is bored to admit the handle bar, and grooved to receive the seam of the leather. The leather covering is made of two pieces, formed under pressure and a die, so they fit each other and the bore, perfectly. They are glued and strongly stitched together and the seam is carefully trimmed and rubbed down smooth into the groove of the core. Unlike many other grips on the market, the nickel-plated brass ferrule is glued and forced on in a manner that prevents any possibility of it working loose. Pleasant to the hand, exceedingly durable, and furnished in a variety of colors, it is little wonder that this grip is rapidly gaining in popularity. Prices and discounts, including one of their illustrated catalogues showing their many other lines of fine leather and canvas goods, can be had for the asking.

DUCKWORTH CHAINS.

A visit to the factory of James Duckworth, Springfield, Mass., last week, showed it to be on the order of a bee-hive, preparing for the '98 trade in the famous Duckworth chains. These chains are made of the very best material and are fully tested and guaranteed. In addition to the regular

hardened block grade, he also supplies chains in any style or finish desired, with hardened pins, straw-tempered blocks, blued or nickeled side plates, polished edges, or entire chain hand buffed and polished. In fact at this place you can obtain any kind of chain that is made anywhere. A line to the company will bring full particulars.

THE HUDSON.

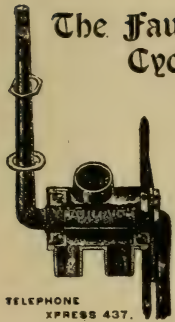
The Bean-Chamberlin Manufacturing Company, of Hudson, Mich., maker of the well-known Hudson bicycle, is showing samples of its 1898 product. Models 20 and 22 (with women's wheels to correspond) are very materially changed from the bicycles made during the past year; the distance between the seat-post tube and the head sleeve has been shortened about two inches, making the frame a perfect diamond and bringing the rider further forward over the pedals.

Model 20 has nickeled arched front fork and two nickeled arches in the rear; a new and improved one-piece crank will be used; the crank bracket is $2\frac{1}{4}$ inches in diameter, and an improved adjusting cone and locking device has been adopted; a new chain adjustment will be used and an internal seat-post binder, with full flush joints. The standard finish on this machine will be royal purple, decorated and striped, and it will list at \$75.

Model 22 will be finished in tan, decorated and striped, and will be listed at \$60. An improved two piece crank will be used. In addition to these two models, the company will also continue to make its Models G and H, which are late productions of the present season, and, with some improvements in equipment, will be listed at \$50. The Models I and E will be listed at \$45, thus making a complete line. The diamond



The Duckworth chain.



The Fauber Crank Axle Cycle Fittings



TELEPHONE
XPRESS 437.

TRADE MARK

Terms: Unless satisfactorily rated, Orders must
be accompanied with Draft, Express,
Cash P. O. Money Order or Registered Letter

W. H. Fauber

Manufacturer

70 to 74 West Jackson, Corner Clinton Street

Chicago, Sept. 7, 1897.

To the Trade:-

In order that my position may be clearly understood by every one, and as a warning to any who may be inclined to infringe my rights, I wish to make the following statement regarding the Fauber Crank Axle Patents.

By referring to the United States Patent Office, it will be found that these patents are pioneer, and cover one-piece crank axles of every practical construction.

Immediately following the issue of the original patents, in 1893, advertising was begun in the leading trade papers, in order that the public should become familiar with the construction of these axles.

The cycle public generally, at once endorsed this axle as a marked improvement in bicycle construction, and believing that at an early date it would be brought into general use, I at once secured foreign and other United States patents.

In view of these facts, -and, further, that the foreign patents have been kept alive, and the development and manufacture of these cranks persistently followed, I believe that I am justly entitled to all rights under these patents. This is further evidenced by the large number of licenses which have been issued to many of the largest manufacturers in the country.

All manufacturers will appreciate the fact that these patents have been generally recognized as covering the one-piece crank axle. For this reason I believe it will be a profitable specialty to those who will use it legitimately.

I intend to protect my rights in this matter, and therefore warn all infringers that I shall hold them liable.

After carefully considering all the facts and circumstances in connection with the original patents and other patents on crank axles and hanger parts, still pending, it is the opinion of experts, that the Fauber patents rightfully control all one-piece crank axles.

Yours very truly,

W. H. Fauber

frame will be 24 inches in height, with option of 22 and 26 inches; the drop frames will be 22 inches, with option of 20 and 24. Some experimenting has been done looking toward the manufacture of a chainless wheel, but after careful consideration nothing will be done in this line during the coming season, as it is the opinion that the present style of chain gearing will not be supplanted by the chainless until the latter is further perfected.

Already some very flattering contracts have been made, and it is expected that at least 10,000 bicycles will be manufactured during the coming season. Extensive improvements have been made in the company's plant at Hudson, and its facilities generally increased for the manufacture of an extensive line. Within the next three weeks a force of traveling men will be started on the road with the 1898 models.

SIMONDS' BALLS.

Bicycle manufacturers are constantly looking for improvements which will make their wheels run more easily. This is not only an advantage to the rider, but is a very valuable talking point to the manufacturer. The first thing a man does when he gets a new wheel is to have a coasting race with his companion, or turn the unoffending bicycles on their backs and see which wheel will run the longer. The result of the test is invariably a splendid advertisement for the bicycle which beats. The important features in making such a wheel are the trueness of the bearing and the uniformity of the balls. In order to procure this last item the Simonds Rolling-Machine Co., of Fitchburg, Mass., has put in at great expense a patented gauging machine, which, it claims, allows it not only to guarantee balls not to vary more than .0001 of an inch from a given size, and not to be out of round more than that amount, but to prove that no one else can measure commercially with this accuracy. The difference in cost between poor balls and the best amounts to perhaps three or four cents in a bicycle, and the company believes that this difference is worth many dollars to the bicycle manufacturer, as well as a great saving in muscular tissue of the rider.

LOZIER'S FOREIGN BUSINESS.

The foreign business of the Lozier Mfg. Co. has been most satisfactory the present season as it has been fully double what it was last year. While falling off slightly in England the increase in France, Germany, and other countries has more than made it up. Germany is considered the stronghold

and the Hamburg branch is considered second only to those in this country. O. E. Boles, who was originally sent to France to assist M. Bertrand, has been transferred to London. The headquarters in that city have recently been removed to a more aristocratic portion of the city and an increased business is looked for in consequence. The Hamburg branch will be in charge of Fred Chandler and he will have a general oversight of the entire continental business. M. Bertrand remains in charge of the Paris store. Australia and South Africa are also being well looked after as agencies have recently been established at Cape Town and Johannesburg and Mr. Van Dyke, who has been in charge of the London branch, is now doing missionary work in Africa. Later he will work Australia, establishing agencies at every available point. Mr. Chandler is at present at headquarters in this city preparing for a vigorous campaign.

PROTECTION FOR CYCLISTS.

The Iver Johnson's Arms & Cycle Works, of Fitchburg, Mass., maker of the famous Iver Johnson cycles, is also a large manufacturer of fine firearms. Among its later patterns is a small revolver of the automatic style, with a short two-inch barrel. This is a five shot revolver, and on account of its small size may be easily carried in the pocket, and affords protection alike against vicious dogs and the highwayman, and is designed expressly for use of the cyclist.

F. W. VAN SICKLEN.

Fred W. Van Sicklen, of the Hay &



F. W. VAN SICKLEN.

Willits Mfg. Co., of Indianapolis, is one of the best known advertising men in the

trade. He has made a study of the business for the last five years and what he does not know about booming a bicycle is not worth knowing. Many clever advertising dodges have emanated from his fertile brain and in consequence the Outing is known all over the United States. Since Fred moved to Indianapolis he has become a sort of cycling Pooh Bah and besides being the Outing's advertising manager is president of the Associated Cycling Clubs and chairman of the press committee of the Indianapolis '98 Meet Club.

STALL ON EUROPEAN TRADE.

One of the most widely known man in the bicycle trade is W. W. Stall, president and general manager of the Boston Wood Rim Co. He returned from Europe a short time ago, and has much of interest to say regarding the trade across the pond. In an interview the other day with Bearings' representative, Mr. Stall imparted the following information:

"My trip to Europe was in the interests of the wood rim business. We are building a factory not far from Paris where laminated wood rims will be manufactured. Our factory in Germany is conducting a lively and profitable trade, and we have every reason to believe that when the factory in France is running at full blast we will have all we can attend to. Regarding the material for wood rims, I'll say that there is considerable stock in the forests of Germany and France, but we will, in all probability, ship a portion of the raw material from this country. Our factories in Germany and France are not quite as large as the plant we are operating at Bedford."

Incidentally the writer asked Mr. Stall his opinion of doing away with the cycle shows, to which he replied:

"Well, the cycle shows were very expensive, no doubt, but they did a great deal of good by getting the trade together. In my opinion something should be brought about to bring the trade together each year. It seems to me a movable or transient cycle show would be very helpful. For instance, have the National Board of Trade of Cycle Manufacturers engage a large hotel outright in several of the large cities for two, three, four, or five days, and then grant to the trade desiring it the privilege of exhibiting in the various rooms, making the cost to each exhibitor such as will let the board out whole. This would afford an opportunity for the various exhibitors to reach their customers somewhat privately, and still bring the trade in touch with each other and the conditions in different sections of the country could then be dis-

cussed very beneficially. Such a plan, carried out with thorough organized effort, would prove a business-bringing enterprise. A system of bulletin boards could be arranged, stating the line handled by one John Smith and the room in which he could be found. Another thing of importance would be to have stationed at the main entrance a man who knew nearly everybody in the trade and what they handled in order that he could direct the exhibitors' customers, thus saving time and trouble."

SOMETHING NEW.

The sudden shocks incident to traversing rough roads are a prolific cause of the breakage of bicycles and a source of discomfort and danger to the cyclist, both from falls and from the effect upon the perineum and adjacent parts. So injurious are these shocks that many physicians, while approving cycling as a recreation, are forced to forbid the use of the wheel in the cases of some delicate persons. To overcome these shocks is a problem that has puzzled the brains of inventors and it remained for E. D. Thompson, 163 Western boulevard, New York, to place on the market a pneumatic spring seat-post, which is designed to take up this jar.

Many efforts have been made to accomplish this object both by the use of metal springs and by pneumatic springs. In the attempt to utilize the infinite elasticity of air two causes tended to failure; the first being that in most devices the contour of the frame was ruined by the addition of cylinders, and the second, a fatal one, the inability to retain the air by hermetically sealing the air chamber and the consequent loss of pressure by leaking.

In Thompson's seat-post the first of these objections has been overcome by using the tube of the frame, as generally constructed, as reservoirs for the compressed fluids, and the second by interposing between the air chamber and the moving piston a liquid seal which hermetically flows into the air chamber and is readily held by the cup packing used in an ordinary hydraulic press. The seat-post itself is used for the air chamber, being filled at the valve on the T. The cup packing is placed upon the end of the seat post perforated with a small tube which allows the air and liquid to connect and impress upon each other. The tube is surrounded with the fluid and its lower open end is immersed in the same which in turn is sustained by the packing upon the end of the seat post.

Riders who have tried the device say it is one of the most perfect of its kind, and makes riding over the roughest roads as

easy as asphalt. Mr. Thompson is willing to negotiate with manufacturers regarding his new invention.

AN ADJUSTABLE BICYCLE.

It is well known that bicycle makers are looking for talking points for their machines, as some radical improvements are necessary to induce the cyclists to invest in another wheel next year. Chainless wheels appear to solve the question, although it is a fact that many makers will not market a chainless wheel next year. F. Myers, of the Gerken building, New York, has invented a machine which he thinks will be the wheel of '98. The feature of it is the fact that it is adjustable throughout, making it unnecessary to have frames of various lengths. In appearance it is the same as an ordinary bicycle, the connections being made in such a manner as to prevent any marring of the wheel.

This adjustable bicycle can be changed to suit any person no matter what his stature may be, and can be used by a lady or gentleman. The frame can be made higher or lower, longer or shorter. As the crank-hanger can be raised or lowered to any point desired, the wheel is equally as useful for the track as for the road. While the bicycle has all these advantages, it still retains its strength, lightness, and rigidity.

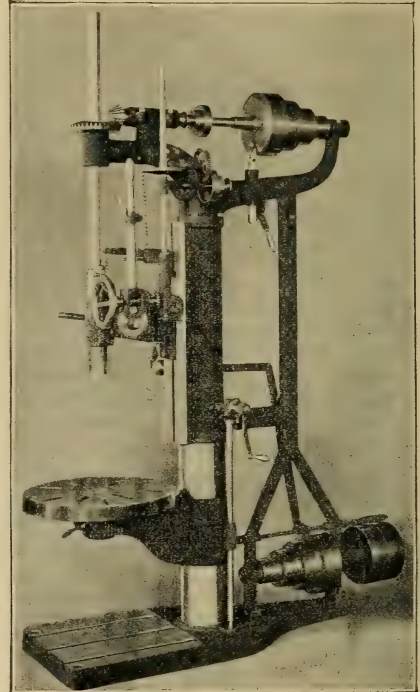
The joints which permit this adjustment are simple, strong, compact, and neat in appearance, and any change can be made in a few minutes. The entire bicycle can be taken apart and packed in a box, 30 inches square and 10 inches deep, making it convenient for transporting. The parts of the frame are interchangeable; therefore, if any of them should be broken they can be replaced at a nominal cost, besides avoiding the necessity of re-enameling the rest of the frame. The chain adjustment is very simple, and very few disagree with Mr. Myers when he claims to have the wheel for '98. He is the inventor of the well-known Myers detachable sprocket chain which has met with such success during the past season. Mr. Myers told Bearings' representative that he was ready to talk with manufacturers regarding the wheel, and solicits correspondence.

BARNES UPRIGHT DRILL NO. 5.

The W. F. & John Barnes Co., of Rockford, Ill., has built and is placing the Barnes new upright drill No. 5, 26-inch, on the market in response to a very general inquiry for a sliding head drill smaller than its 28-inch drill, and thinks this new machine will meet fully the requirements for a drill intermediate in size and capacity between

the 25 inch stationary head drill, and the 28 inch and 34-inch sliding head drills. This new machine has been designed with special care, and embodies every feature necessary to make it a complete and perfect tool. The workmanship is thoroughly first-class in every respect.

The feed arrangement is specially strong, and provides for all the different feeds which can be used on a drill press. The cut shows very clearly the feed mechanism,



and, as will be seen, the drill has power self-feed with automatic stop, lever and worm feed, and quick return for spindle. The feature of hand lever feed on a sliding head drill in combination with worm and power feed is new and increases the usefulness of the drill. The spindle is fitted with the No. 3 Morse taper.

The dimensions are as follows: Height of drill, 7 feet; greatest distance from spindle to base, 53 inches; minimum, 21 inches; diameter of column, 7 inches; diameter of spindle, 1 11 16 inches; width of column face, 6 inches; travel of sliding head, 21 inches; travel of spindle, 11 inches; diameter of large pulley on cone, 10 inches; diameter of small pulley on cone, 4 inches; face of pulleys, 3 inches; tight and loose pulleys, 10x3 inches; diameter of crown gear, 7 3/4 inches; diameter of bevel pinion, 3 3/4 inches; face of tooth, 1 3/4 inches; ratio

of back gearing, $5\frac{1}{2}$ to 1; required floor space, 21x52 inches; weight, 1,350 pounds. The tight and loose pulleys on countershaft should be speeded 175 revolutions.

THE LOVELL BUSINESS.

The John P. Lovell Arms Co., of Boston, is striking out with extensive plans of making an enormous hit in the bicycle trade of '98. Its now large plant at South Portland, Me., is being enlarged and new machinery of the latest designs is being added to the finely equipped establishment, which will enable the firm to turn out about double the volume of business that it has been doing, and that is making a big statement. Not only will the John P. Lovell Arms Co. increase its capacity in the cycle manufacturing line, but in others as well, particularly that in the connection with the output of firearms. Colonel Lovell, now the president of the company, is a member of the present governor's council of the state of Massachusetts. In an interview a few days ago Colonel Lovell said that the company will next year dispose of a large amount of its cycle production across the water where it has worked up a large trade. In regard to the design of its '98 wheel, he said that it would be changed slightly from that of this season, the lines being more graceful, and a few minor changes would be made in the running gear, yet he made the point that the wheel of '97 had met with such general favor among the patrons that not many alterations would be necessary. When the new factory and additions to the present plant are completed the firm will give employment to about 800 hands. The colonel in referring to the trade prospects of the coming season, spoke in very encouraging terms, and is of the opinion that '98 will see the cycle business on a much healthier basis than since the bicycle became an article of general merchandise.

STUDLEY & JARVIS GRIPS.

Bearings is in receipt of samples of very fine leather and cork grips, which Studley & Jarvis, of Grand Rapids, Mich., are selling to the manufacturers. The new leather grip this firm is selling which it is claimed is entirely different from anything else on the market, is made with a wood core, or reinforcement, is handsomely polished, and appears to be a very durable article. The cork grip is constructed a little differently. During the past week this firm has closed contracts with the Lozier Mfg. Co., (which will use this new leather grip on its line of wheels which list at \$50 and upward), the Black Mfg. Co., Keating Wheel Co., Winton

Bicycle Co., Snell Cycle Fittings Co., Kirk-Young Mfg. Co., and several others.

Mr. Jarvis, of this firm, who has just returned from a week's visit among the trade, is very enthusiastic over the way the manufacturers have taken hold of their line, and predicts a wonderful sale for the season of '98.

LEAGUE TIRE NEWS.

"Get there and get back" tires appear to be making the same record abroad that they do here. The New York Belting & Packing Co., Ltd., has the following from a Russian customer:

"Your League tire made a great reputation among cyclists here because of its fine appearance and excellent service. On many of your tires riders have ridden from 4,000 to 5,000 kilometers, and the tires are still in the best condition."

E. W. Balding, of the League tire family, is off on a trip through Pennsylvania, Ohio, and Indiana, calling on wheel manufacturers in the interest of the tire. W. H. Becannon is doing the same work for New York state. The League chief, F. A. Leland, is at the New York headquarters consummating several large deals, and giving a general oversight to the entire territory from Boston to Chicago.

The western end of the League is being energetically pushed by Assistant Manager George at the Chicago store.

SOME LUTHY VICTORIES.

A. L. Hachenberger has broken the world's fifty-mile outdoor unpaced record, lowering it to 2:24:37, beating the best previous record made by Meixell, also of Denver, 3 minutes and 38 seconds. The ride was made on the Luthy racer.

In the Denver 100-mile relay race some weeks ago, the fastest and the three fastest relays were made on the only Luthys in the race, although these wheels were not in the winning team.

Harry M. Bachman won the Lehigh Valley five-mile handicap road race in Philadelphia, on the Luthy, in 10:45. Few men can ride one mile, unpaced, in 2:09 on the road; this was five miles at that rate.

THE CARROLL CHAINLESS.

Next year's models are already beginning to make their appearance in Philadelphia and one of the first to attract attention is the Carroll chainless. This is the machine introduced over a year ago and on which Frank Starbuck demonstrated its speed qualities by defeating Tom Linton in New York last winter. The Carroll wheel is propelled by means of three cog wheels,

fitting closely together, no shafting being used. The two front sprockets are of the same size and larger than the rear sprocket, the size of the same being in proportion.

Many improvements have been made in the construction of the wheel. The weight of the sprocket wheels has been reduced considerably, and the frame and driving gear made more rigid. Gear cases will probably be used, not for the reason that dust or dirt will interfere with the movement of the wheels, but to protect them from rust and to keep out dirt, and insure easier locomotion. The Carroll Chainless Wheel Co. has as yet made but little effort to push its machine, but plans to place it on the market are now being made. Agencies are to be established throughout the country during the winter, and there is every reason to believe that the Carroll will prove a strong factor in next year's business. The G. W. Robb Cycle Co., of 923 Arch street, will control local sales.

THE KANGAROO TIRE TEAM.

The National India Rubber Co., through its tire department at Boston, has sent on the Southern circuit a Kangaroo team, made up of John S. Johnson, Owen Kimble, W. M. Randall, and others, in charge of W. B. Young. The men will ride Orients. "Pop" McCune will look after the interests of the National company.

The team takes with it one sex, one quint, one quad, and the great Oriten, the new ten-seated machine, all fitted with Kangaroo tires, and they will doubtless add much to the fame of this already famous tire, which in three months placed 231 world's records to its credit.

The Warwick company will send, in addition to Hoyt and Newton, a second team, composed of A. I. Brown and an unknown, who will ride Kangaroo tires.

Freeman, of the White team, as well as

Caldwell, Becker, Steenson, and others, will also ride Kangaroos on this trip.

THE OVERLAND READY.

Although a large number of bicycle manufacturers have not completed their 1898 models, Rouse, Hazard & Co. have their Overland ready. The first machine was completed at the factory recently, and those who have been fortunate enough to secure a glimpse of it are enthusiastic in its praise. It possesses so many high-grade features and first class talking points, with such an elegant outline, together with so beautiful a finish that Rouse, Hazard & Co. are now cudgeling their brains to find how they can bring out a better machine for their 1898 Sylph. They have succeeded in planning something which will be very fine, however, and are now engaged in completing their Sylph model which will be ready in a short time. They are not believers in the chainless models, but if a demand should arise for the same they expect to be prepared to meet it.

MERSELES' EUROPEAN TRIP.

New York City, Sept. 27.—Theodore F. Merseles, manager of the eastern branch of the Western Wheel Works, has returned from a seven weeks' pleasure trip in Europe, during which time he studied the trade situation over there. His observations convinced him that American wheels will find much favor on the other side next year, although he says they must be of the right kind or they can not be sold at any price. He says the foreigners will buy American bicycles if they are of high grade, but to attempt to sell department store wheels abroad would result in failure. As an instance he speaks of a lot of cheap wheels that are in a storehouse in Hamburg, waiting for some one to pay the freight on them.



TRADE BRIEFS

Manufacturers of sundries and parts are requested to send catalogues and prices to the Sharples Cycle Co., of Brooklyn.

C. L. Safford & Co. have a very complete line of rubber stamps, which will be found useful in the factory and office. They will supply printed matter upon application.

Samples of the Andrae line for 1898 have been completed, and within a fortnight the factory will be running full time with the entire force of machines at work. The '98 line consists of ten distinct models, including a triplet and quad.

European manufacturers of bicycles are adopting American wood rims rapidly. The Holland agent of H. Lauter, of Indianapolis, has just wired for 2,500 pairs of rims, and a large order for mudguards to be filled at the earliest possible date.

Theo. F. Merseles, formerly manager of the eastern branch of the Western Wheel Works at New York, has been appointed assistant to the president. L. C. Osborn, formerly assistant manager, has been appointed manager of the eastern branch.

During the past year the Andrae people have invaded the foreign market, and if present indications are a fair criterion, their future business in Europe and the continent will reach large proportions. The company is preparing to exhibit its entire '98 line at the Stanley show.

The Glidden Specialty Supply Co., of Cleveland, has just placed on the market the simplest, quickest, cheapest, and most practical single-tube repair tool. It will be mailed to every rider and dealer in the United States and Canada upon receipt of fifteen cents in postage stamps.

A prominent man in the trade wishes to secure 1,000 flush joint machines with or without fittings, 1,000 ladies' machines to specifications, and 500 cheap machines in 22, 24, and 26-inch wheels. Interested parties are requested to communicate with F, 695 Washington boulevard, Chicago.

Ralph Temple, president of the Ralph Temple Cycle Co., of Chicago, sails for Europe next Wednesday on the St. Paul with twenty-five sample '98 wheels, the largest lot of samples ever taken out of this country. He will visit London first to con-

sult with his Irish, Scotch, and English agents.

J. F. Ives, well known in the rubber trade, and patentee of the Ives valve, has associated himself with the National India Rubber Co., of Bristol, R. I., with headquarters in Cleveland, Ohio, Pennsylvania, and western New York will be looked after, and if Kangaroo tires are not favorites in those sections it will be no fault of Mr. Ives.

W. H. Burn, secretary of the Chicago Stamping Co., maker of United States bicycles, Chicago, says his company is putting in a large quantity of new machinery which will give it one of the most thoroughly equipped plants in the world. Besides the United States line, the company will also make a high grade jobbing wheel, to be sold under jobbers' name-plates.

Edward Rolle, formerly of Chicago and late of Atlanta, has been in the City of Mexico for the past year, first with Trachsel & Co., and now manager of the firm of Mosler, Bowen & Cook. In addition to his business duties, he has found time to take interest in cycle racing, and is at present chairman of the racing body of the Union Ciclista Mexicana, the governing body of Mexican cycling.

The Burnham & Alsup Crank Hanger Co. of Middletown, Ohio, will put its crank-hanger, which has made the Miami Cycle Co.'s bicycles so prominent during the last season, on the market this fall. This will allow all makers of high-grade wheels to take advantage of this invention. The Burnham & Alsup crank-hanger can be used on chainless as well as other bicycles and its owners would be pleased to show designs of its application to any style of bicycle driving gear.

The Grant Ball Co. has started up its grinding department, also several lathes, planers, etc. It expects to have the floor in the machine department in place within a few days and will then belt up new machinery and start to work immediately on special work, such as cups, cones, and parts for bicycle builders. Its new method for making ball blanks will be in operation within a week or ten days. The inspecting department will be fitted with the latest and most improved fixtures, such as count-

ing trays, assorters, new gauging machines (the company's own patent), buffers, burnishers, etc.

An opportunity to introduce their goods in foreign countries is offered to manufac-

turers by Keene & Co., Limited, 134 Pearl street, New York. This firm desires catalogues and prices on goods for the trade across the water, and their past success and high reputation are placed at the disposal of manufacturers who desire to place goods in foreign countries. Their experience is such that makers need have little fear but what their goods will be marketed to the best advantage, and correspondence with the firm will doubtless result in mutual benefits.

An Exceptional Opportunity

Is offered to a bicycle manufacturing concern—one who is in particular need of such help—to secure the services of two men, who now enjoy lucrative positions (one as general manager, the other as designer) with a leading manufacturing company, but who have valid reasons, which will be made known to bona fide inquirers, for desiring to make a change.

The former is capable of assuming the entire management of a business, or any department of it, and can control a good number of first-class agents, and is also familiar with foreign trade, having spent two years in England and on the continent.

The latter designed the '97 model for the above company, and has full charge of the designing and experimental work of said company. He also has a '98 model ready to build, which combines more practical mechanical points than any wheel ever put on the market. It will prove an eye-opener.

An opening is looked for where their future depends upon the results of their energy and labor.

Unexceptional references furnished from men well known in the trade as to the qualities necessary to secure such a connection. Address, in the first instance,

SUCCESS, care Bearings.



Daily at 9.00 p. m. from Chicago. New and elegant equipment, built expressly for this service. Train lighted throughout by gas. Tickets and further information of your local ticket agent, or by addressing A. H. HANSON, G. P. A. Ill. Cent. R. R. Chicago, Ill.

The Garvin Machine Co., Spring and Varick streets, New York City, has just issued List No. 20 of new and second-hand machinery in stock for immediate delivery. The list of new machinery comprises, besides the company's own manufacture, many of the well-known makes of lathes, planers, shapers, drill-presses, presses and shears, grinding machines, and many miscellaneous machine tools and special bicycle machines. The second-hand list is nearly as complete, and has also a number of their well known milling and screw machines listed, which are in as good condition as when new. The list will be sent to any one desiring one of them.

In one of the recent issues of Bearings, an item appeared to the effect that the Rodd & Farley Cycle Fitting Co. had charged Edward L. Mason, J. E. Keener, and Charles Champlin, with conspiracy to defraud said company of \$3,700 worth of bicycles. In justice to Mr. Mason and Mr. Keener, we now call attention to the fact that such charge was duly heard before Justice Strauss and after the introduction of all the testimony procurable by the Rodd & Farley Cycle Fitting Co., and without any testimony whatever being offered on behalf of defendants, the court found that there was no probable cause for such charge and promptly discharged the defendants.

Julian R. Tinkham, president of the Tinkham Cycle Co., sails for Europe on Thursday on the Furst Bismarck. While Mr. Tinkham does not care to make public the object of his trip at this time, it is pretty well understood that he will make a thorough investigation of the methods of carrying on the bicycle business, both retail and wholesale, in France and Italy, and will, in particular, give his attention to the subject of motor vehicles in which the Tinkham Cycle Co. has always been interested. He will also make arrangements for the handling of the Tinkham carriers and tricycles on the continent, for which machines a large foreign demand has developed.

TRADE HAPPENINGS

A Weekly Bulletin of New Companies Entering the Cycle Business, Removals, Failures, and Trade Changes of Interest to Manufacturers

Allagan, Mich.—Roy Sommers is now proprietor of the Wayland bicycle repair shop.

Amesbury, Mass.—S. L. Bartlett has opened a bicycle factory at this place.

Bar Harbor, Me.—A stock company is to be formed here for the establishment of a bicycle factory. F. P. Pray will have charge of the same.

Bel Air, Md.—H. E. Hoblitzell has opened new bicycle store on Main street.

Bellaire, Ohio.—The Pennsylvania Tube Works has granted an advance of ten per cent in the wages of its employees.

Boston, Mass.—Charles B. Hanson, a bicycle dealer, has failed.

Boston, Mass.—Julian L. Franck, bicycle agent, is reported to have recorded a chattel mortgage for \$1,800.

Bridgeport, Conn.—Ellison & Hiddlebrook, selling bicycles are reported to have gone out of business.

Brooklyn, N. Y.—The Eureka Carriage & Cycle Co. is reported to have given judgment for \$274.

Brookline, Mass.—The Brookline Cycle Co., successors to W. E. Ward & Co., has reopened the Harvard street store. W. G. Aechtler is manager of the new concern.

Buffalo, N. Y.—The Cycle Skate & Novelty Co. has been incorporated by A. D. S. Bell, of Boston; George W. Crofoot and Benjamin L. Love, of Buffalo, and others. Capital stock, \$10,000.

Buffalo, N. Y.—The Buffalo Cycle Works is reported to have filed a certificate of incorporation.

Camden, N. J.—The National Cycle Armor Co. has been incorporated for \$500,000 for the manufacture and sale of bicycles, tricycles, etc. Incorporators are: R. B. and R. E. Esler, of Philadelphia, and others.

Carthage, Mo.—Harry During will open the During Cycle Co.'s store on North Grant street for business.

Cedar Rapids, Iowa.—Bray Brothers, bicycle repairers, are reported to have recorded a chattel mortgage for \$700.

Chicago, Ill.—The Bicycle Mfg. Co. is reported to have confessed judgment.

Chicago, Ill.—The Western Cycle Fittings Co. is reported to have been succeeded by G. F. Fraley.

Chicago, Ill.—Thos. E. Fraher and B. D. Emanuel, bicycle dealers, are reported attached for \$772.

Chicago, Ill.—The Illinois Handle-Bar Co. is reported to have confessed judgment for \$1,713.

Coldwater, Mich.—The Michigan Cycle Co. has been incorporated with a capital stock of \$12,000. The president is B. S. Tibbits.

Columbus, N. Y.—The Sun Cycle Co. will remove its bicycle works to New Berlin, N. Y., October 1.

Dansville, N. Y.—S. Allen, inventor of the Allen rotary bicycle belt, has sold his interest to the George Sweet Mfg. Co., of this place, which will manufacture them on a larger scale.

Detroit, Mich.—Alexander E. Sprung, bicycle dealer, is reported to have recorded a chattel mortgage for \$1,200.

Detroit, Mich.—Grinnell Bros., selling pianos and bicycles at 219 to 223 Woodward avenue, are closing out their bicycle business.

Derry, N. H.—F. S. Pillsbury has purchased the stock of bicycle sundries of J. N. Bailey.

Dover, Me.—A co-partnership has been formed between C. M. Hoxie, of this town, and G. H. Hoxie, of Boston. They will establish a general bicycle and repair store.

Dubuque, Iowa.—The Waterloo Mfg. Co. has decided to build a new story on top of its present quarters for use as a bicycle factory.

Elyria, Ohio.—H. M. Andress is selling off his bicycle stock at public auction.

Everett, Mass.—J. A. McLean and K. A. Juthe, representing the Harris Mfg. Co., of New York City, were in Everett looking for a new location and inspected the building of the Everett Cycle Co., on Broadway. The Harris company has a capital of \$500,000. It will employ about 100 men and will manufacture bicycles, etc.

Et Wayne, Ind.—Meyers & Goff, the East Berry street bicycle dealers, have dissolved partnership, Mr. Goff selling out his interest to his partner.

Ft. Wayne, Ind.—The bicycle firm of Black & Katt has been dissolved. Mr. Katt will continue the business.

Gardner, Mass.—L. G. McKnight & Co. has opened a new bicycle repair store.

Goshen, Ind.—Chas. M. Bemenderfer has moved his bicycle works into the new building on North Main street.

Grand Rapids, Mich.—The Hamilton-Kenwood bicycle works were sold under \$600,000 mortgage foreclosure to Francis Letellier, of this city, who will probably organize a new company to continue the business.

Hartford, Conn.—Alexander & Elmor, handling bicycles, at 440 Asylum street, will remove their business to 7 Haynes street.

Haverhill, Mass.—William E. Burke, bicycle dealer, is reported to have made an assignment.

Jackson, Mich.—The Derby Cycle Co. and the Christy Saddle Co. will start up October 1.

Jacksonville, Fla.—The new store of the Florida Cycle Co., at 210-212 Main street, has been completed. W. H. Williams is manager.

Kaukaee, Ill.—The plant of the Kankakee Mfg. Co., making refrigerators and bicycles, has been closed by the sheriff. Estimated liabilities, \$45,000; assets, \$35,000.

Leon, Iowa.—J. Alexander has opened a new bicycle repair store.

Mattoon, Ill.—J. S. and H. C. Starr of Decatur, have opened a branch bicycle store here. P. W. Swickard is in charge.

Menominee, Mich.—Al Dudley is making arrangements to build a large bicycle factory in the spring, plans for which are now being prepared.

Midlothian, Tex.—K. Harnon will soon open a new bicycle store.

Milwaukee, Wis.—F. R. Smith has been appointed assignee for the Mystic Cycle Works.

Minneapolis, Minn.—P. A. Myers & Co., handling bicycles, are reported to have given judgment for \$693.

New York, N. Y.—The Lincoln Mfg. Co. has been incorporated by Alfred C. Jopli g, James H. Marsh, and Julius Cohen, of New York City, and others, for

the purpose of manufacturing bicycle equipments. Capital stock, \$30,000.

New York, N. Y.—Henry S. Oates, bicycle dealer, is reported to have given judgment for \$431.

New York, N. Y.—The Universal Trading Co. has been incorporated for \$30,000 to manufacture bicycle devices, mechanical and electrical apparatus, etc. Incorporators are: G. W. Munro, J. E. Fuller, and S. S. Sugar.

New York City.—The Mesinger Mfg. Co. has been incorporated for \$10,000 to manufacture bicycles and bicycle sundries. Incorporators are: F. Mesinger, H. Mesinger, and A. J. Limburg.

New York City.—The A. Edmund Hildrick Co. has been incorporated for \$45,000 to manufacture bicycles, etc. Incorporators are: A. E. Hildrick, L. A. Drum, J. T. Wood, J. W. Macy, and W. G. Chittick, of New York City.

New York City.—H. A. Lozier & Co.'s store in Warren street is to be closed out and the eastern branch removed to Westfield, Mass., October 1.

Niagara Falls, N. Y.—The New Electric Cycle Co.,

manufacturers, etc., are reported to have given judgments for \$129 and \$271.

Norwich, Conn.—James McKee & Co., manufacturing bicycle chains, are reported to have been succeeded by the McKee Chain & Stamping Co.

Northboro, Mass.—Charles C. Murray is organizing a stock company, to be known as the Murray Bicycle Speed Attachment Co., with a capital stock of \$50,000. The company will locate here.

Oshkosh, Wis.—John P. Durler, selling bicycles, is reported to have given judgment for \$57.

Peterboro, N. H.—F. B. Naramore has sold his bicycle business to J. Livesey, who will continue the business at the old stand in the Caldwell block.

Pioneer, Ohio.—The Hillsdale Screen Door Works have completed the necessary arrangements and begun the manufacture of wood adjustable handle-bars for bicycles.

Pittsburg, Pa.—Exceptions have been filed by J. C. Thompson, assignee of J. W. Holmes, to the account of H. G. Wasson, assignee of J. W. Holmes & Co., Ltd. The firm was in the bicycle business and Holmes was one of the creditors.

Portland, Me.—The Middlesex Bicycle Co. has been incorporated with the following officers: President, Josiah Thompson, of Minneapolis, Minn.; treasurer, James Leach, of Boston, Mass.; for the purpose of buying, selling, and dealing in bicycles. Capital stock, \$100,000, of which \$400 is paid in.

Portland, Me.—The Canadian Cycle Co. has been organized at Portland for the purpose of dealing in and manufacturing bicycles and sundries, with \$500,000 capital stock. Officers are: President, E. Sawtelle, of Brockton; treasurer, L. Foster, of Boston.

Poughkeepsie, N. Y.—H. H. Abool, selling bicycles, etc., is reported attached for \$1,050.

Providence, R. I.—Peace Bros. & Co., bicycle dealers, are reported to have recorded a chattel mortgage for \$89.

Richmond, Ind.—The Richmond Bicycle Co. is to be put in the hands of a receiver. The liabilities are \$37,000, and estimated assets \$89,000.

Rochester, N. Y.—The Chainless Cycle Mfg. Co. has been incorporated for \$30,000, to manufacture bicycles and other appliances. Directors are: H. S. and E. R. Searle, of 466 North Clinton street, and J. G. Wagner, of Rochester.

Rockford, Ill.—The Harvard bicycle and hardware sundries manufacturers will remove their plant to Rockford in the near future.

Sheboygan, Wis.—A. O. Baker has formed a partnership with J. D. Warden in the bicycle business.

Stockton, N. J.—E. W. Roth and C. H. Jones have opened a new bicycle store on Westfield avenue.

St. Joseph, Mo.—Articles of incorporation have been filed by the Cycle Improvement Co., with a capital stock of \$2,500, with the following incorporators: E. G. Van Zandt, H. H. Bullman, W. F. Richard, and others.

Stoughton, Mass.—G. T. Chapman will soon begin the manufacture of bicycles.

Thorold, Ont.—The Cannon Ball bicycle factory has started up on full time.

Toledo, Ohio.—Ray T. Samberg will shortly begin the manufacture of the Blue Grass bicycle, in connection with doing a general jobbing business in cements and sundries.

Van Wert, Ohio.—Dangler Bros. have formed a partnership business, and are dealing in second-hand bicycles.

Washington, D. C.—The establishment of the Crown Cycle Co., at 415 Eighth street, southwest, has been completely destroyed by fire.

Waterloo, Iowa.—The Waterloo Mfg. Co. has decided to build a new story on top of the present quarters for use as a bicycle factory.

Winona, Minn.—The Winona Wooden Rim Co., whose factory was burned two months ago, has decided to resume business.

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RECEIVER'S SALE—Drop Forge Plant. Sealed proposals will be received until noon on Wednesday, October 6, 1897, for the purchase, as a whole, of the entire plant of The Ohio Drop Forge Company, located in Toledo, Ohio. Said plant comprises: One 800-pound and one 1,500-pound Bliss drop hammer; one 1,500 pound Williams-White drop hammer; one Bradley trip hammer; five forges; four trimming presses; two shapers; one vertical miller; one lathe; all in position and ready for operation, together with line shafting, belting, pulleys, etc.; also stock of steel, dies, die-blocks, office furniture and safe, and all tools used in connection with the manufacture of drop forgings. The property can be seen at any time upon application to the undersigned. The right is reserved to reject any and all bids.

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MR. AGENT

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are now ready, and the quality is "porterhouse."

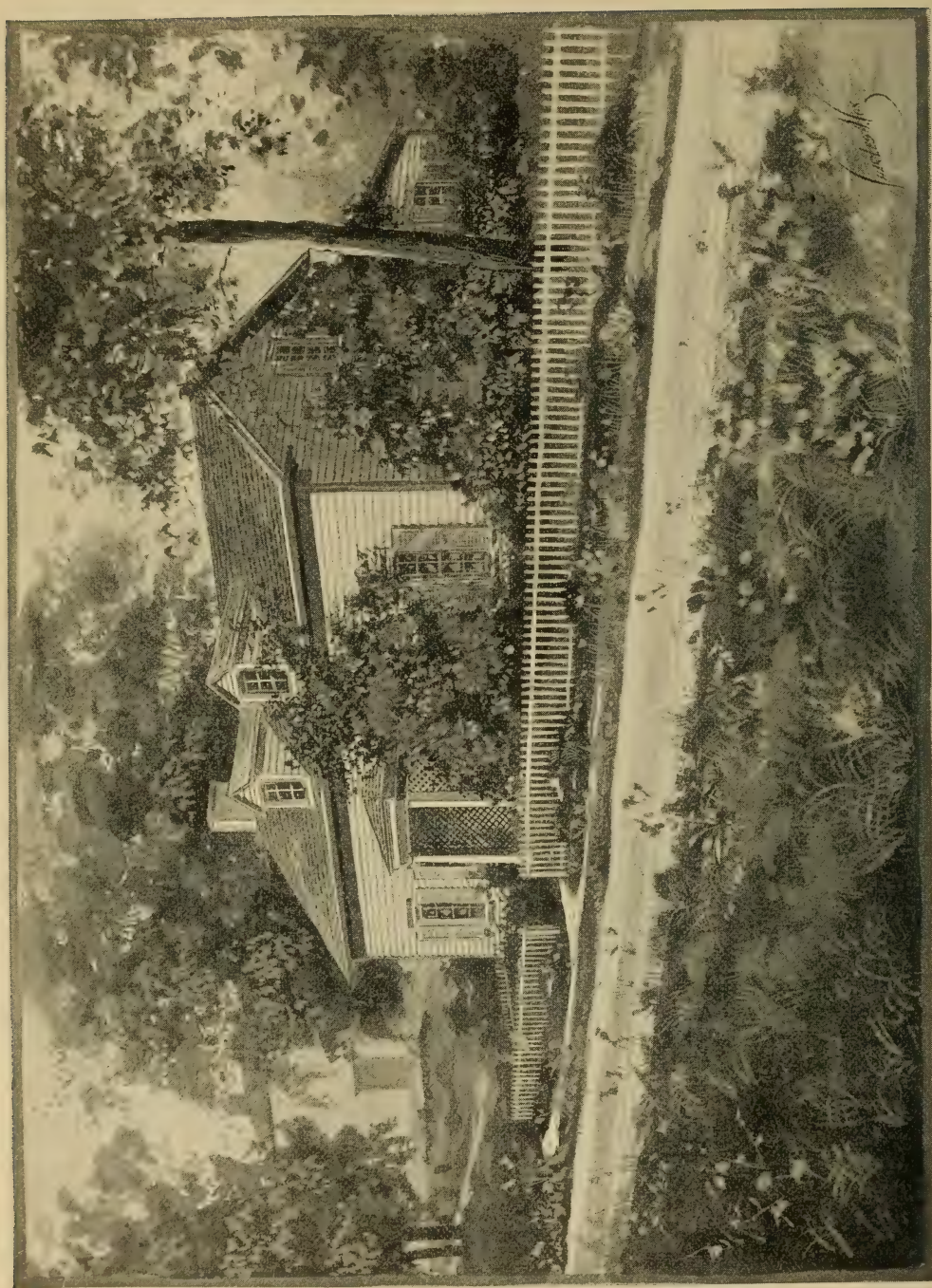
It's money in your pocket to get in line early.

The good points that are "built in" will talk for you.
See Bearings next week for description of some of them.

IROQUOIS CYCLE WORKS

Mention Bearings

331-333 WABASH AVE., CHICAGO.



"OUT THE OLD LANCASTER PIKE".--SEE PAGE 813.

BEARINGS

VOL. XVI

CHICAGO, OCT. 7, 1897

No. 10



By LOUIS GEYLER

To him who in the love of Nature holds
Communion with her visible forms, she speaks
A various language; for his gayer hours
She has a voice of gladness, and a smile
And eloquence of beauty; and she glides
Into his darker musings with a mild
And healing sympathy that steals away
Their sharpness ere he is aware.—BRYANT.

He came to us an unbeliever, filled to overflowing with a contented impression of the superiority of his own city, his own modern roads and smoothly rolled boulevards, that but a few years back were part and parcel of some drought-ridden farm, or an arid waste of weeds and rocks, showing their newness at every turn and angle, as dearth of history and devoid of interest as the poor shanties that line the way. And yet could one blame him, for in each heart Home—that magic word—wields a power far more subtle than the alchemist of old, a power that sways the deepest emotions of the soul, casting a glamour about its every environment that none but the veriest cynic would dare dispute, making the most commonplace attractive, the most ordinary ideal.

He came to us with tales of wonderful paths made for the knickerbocker-clad cyclist, where he could spin along without so much as even thinking of meeting a restive horse or passing a smartly driven cart—for was not the path theirs? He told us of the finely graded avenues that wound in and out among his city's parks, stretching along like vast ribbons among costly yet only too artistic landscape gardening, all new, surroundings with the price mark plainly on view, and to him this was simply incomparable.

Could we offer more?

We long to take him to a region that is ever looked at with loving and



The city tme toll gate

tender eyes, to spots hallowed by memories more than a century old, over faultless roads hemmed in by scenes built after nature's sublimest plans, and



The gateway to the Merion Cricket Club.

through a land stamped with historical reminiscences of the Revolution—out the old Lancaster pike.

He smiles when we dwell enthusiastically on the charms of the ride; he shrugs his shoulders when we suggest the pilgrimage, his boulevards and side path roads so amply fill his ideals that we ache to convince him of the folly of his superlative ideas. So on a bright summer morning, while the dew-bejeweled fields yet reflect the early sun, we, with our companion, whose name shall be Atheis, sally forth toward the promised land.

He proudly airs his knowledge when he tells how he had heard of the old road that in the days of our forefathers resounded to the clatter of iron shod hoofs, the crack of the long-lashed whip, the rattle of wheels, and the merry shouts of the wagoners as the cumbersome Conestogas rolled toward



The General Wayne hotel.

the wilderness of the far west, or were drawn eastward in the direction of the then budding village of Philadelphia, but he knew little of its scenic beauties. He was unconsciously ignorant of the matchless memories attached to it, of the important part it played in the great struggle of 1776 and of the interesting fact that it was the first turnpike built this side of the Atlantic; so we lead him as a lamb to the slaughter.

Through beautiful Fairmount park our way leads us away from Philadelphia's streets, along under tree-embowered Belmont drive, and as our outward journey is by the old road, now called Montgomery avenue, we soon pass picturesque St. Asaph, almost hidden from view by fields of growing grain, its sides and angles covered with clinging ivy, even the tiny belfry smothering under its loving embrace.

On we go, a swift rush down a steep grade, and as we swing by a pretty toll house planted directly in the center of our path, his eyes sparkle at the

sight of the lovely, well shaded road that stretches before us, reaching out like a vast strip of white, with a shading of green on all sides.

Suddenly the infidel slows up and faces squarely about at the scene that pops upon us from a rift in the trees to the right; what he sees is a low, rambling tavern of the old, old school—the kind we like to see in rural England scenes—the vine-clad porch hiding awkward corners, in the front a fat, chubby post supporting an ancient-looking swinging disc, on the face of which is rudely drawn a painted counterfeit of what is supposed to be General Wayne, from which this relic of by-gone days derives its name. No artist, however gifted, can ever convey to cold canvas the calm and quiet of this charming souvenir of stagecoach days, a single leaf from a long dead past.

“How odd and how restful,” he remarks.

“Yes?” we asked with feigned indifference, for our plans are well laid and to enthuse would be to spoil all.

He turns once more in the saddle, as though to feast his senses on the quaint inn planted by the wayside, while we tell him that it is a matter of history that Washington often enjoyed the hospitality of that very roof, more than a century back.

Hard by we pass the old Quaker meeting house, where William Penn preached the doctrines of his fathers. We tell, with just the slightest show of pride, that the deed for the ground on which the little house of God is erected is dated June 6, 1696, just 201 years ago. We go swiftly on and pass in rapid succession Ardmore and Merion, with its beautiful cricket grounds, the imposing entrance standing invitingly open as though to bid us welcome. Haverford is soon left behind, and we pass through Bryn Mawr, a town that received its Welsh baptism as early as 1683.

With a shout, “Have care!” we rushed down the hill to Rosemont, seemingly to run directly on a rocky ledge, but a sharp turn right, and the slowing wheels mark a rising grade. One, two, three, we count as we climb each successive rise; it causes us to puff a bit, ’tis true, but our reward is in the magnificent panorama unfolded at the top.

“Beautiful,” murmured Atheis.

“Yes,” we answered indifferently, our wheels gliding over the perfect road, now allowing charming views of verdant meadows and green clad hills, their tinted heights growing bolder and bolder as we go swiftly on, through sun-lighted spots and then anon plunging into an almost virgin forest whose grateful shade easily tempts us to slow our speed, the sweet incense of trailing woodbine adding its fragrance in a welcome mood.

He fain would stop, his face expresses the full enjoyment of the ride; he questions us eagerly, “Where are we bound?” “Is there much more of this?” But we are playing a part and the answer is so curt and inexpressive that he grows silent and content to use the eyes alone. Along we spin, down hill with the speed of the wind; it is sublime, this long coast, and joyous to see his metropolitan apathy melt before the beautiful scenes through which our way leads us, over elegant roads, truly a little hilly—but what is more monotonous than a flat uninteresting landscape?—each successive mile unfolding new charms, each revolution of the pedals a new scene.

We round a bend and a most exquisite revelation of nature’s loveliness lay framed, a picture with green the dominant tint, while here and there, scattered in lavish confusion, hugh splashes of large-eyed daisies and humble buttercups add their bright hues to the general color scheme. Between two

high hills that rear their fuzzy heads on either side flows a little noisy brook, its rock-strewn bed flanked by morose-looking pines and stately oaks, a veritable gem of mountain, vale, and stream, a beautiful masterpiece, the blue canopy of heaven tinting this hallowed spot in soft and mellow tones; over all is a brooding silence and to this our road leads us.

We pedal on, to the very edge of the tiny valley, a downward trend of land guiding the wheels directly toward a huge boulder that stands as though a sentinel on duty. Our companion eyes it curiously, his gathering interest is at a straining point, and from the corner of our eye we see him quickly dismount and seemingly devour the rough misshapen stone with his glances. He reads in letters of gold embossed on its rugged surface:

GULPH MILLS
THE MAIN CONTINENTAL ARMY
COMMANDED BY
GENERAL GEORGE WASHINGTON
ENCAMPED IN THE IMMEDIATE VICINITY
FROM DECEMBER 13 TO DECEMBER 19
1777
BEFORE GOING INTO WINTER QUARTERS
AT VALLEY FORGE.

To him this precious bit of rock, a lonely relic of some glacial period, is like a page from history; to his fine senses it conveys in those coldly-chiseled words the story of the prelude to that heart-breaking winter that came so near being the undoing of our own struggling troops. What vast difference the region about here presents to our nineteenth century eyes, breathing an atmosphere of content, peaceful and happy, with fertile fields and waving grain denoting prosperity on every hand. But to that poor, starving, freezing army, no where could have appeared a more desolate and forbidding scene. In the background are the ruins of an old stone mill, its grimy walls fast crumbling to decay, still, near the roof he reads a tablet, "Gulph Mills, 1747," from which the spot has borrowed its name.

With a feeling of reverence we silently mount our wheels and follow the babbling Gulf creek along its shady amber-colored course, a wild, sequestered spot, and he sighs with regret when we turn our way toward the old King of Prussia. No tenderfoot need attempt the journey and expect an easy time. Dame nature in her most frolicsome mood created the country hereabout



The memorial rock at Gulph mills.



The King of Prussia inn

with never a thought for man or wheel. The surface is up and down, up and down, but the roadway is superb and views sublime.

The unbeliever is eager; now his appetite has been whetted, the spirit of unrest is in his blood, and we ride mutely on with vistas on either side that play sad havoc with his own exalted ideals. Presently our wheels roll over a level stretch of road and turning sharply to the left we come to a low, double porched structure — the old King of Prussia inn,

with its painted effigy of the great Frederick swinging over our heads. Four roads diverge in as many directions—an indication of the part it plays in rural commerce—and while its freshly-painted exterior gives it a most youthful aspect, yet the date on the signboard, 1769, belies its every look, and this is even antedated, for records show that a stagecoach made trips between Philadelphia and King of Prussia as early as 1761.

Seated on the shady porch we had to talk; this was the limit we had set to the powers of endurance, for silence was painful and the subject an inspiration. It was hard to think that so much misery and affliction was once endured almost within sight of where we now sat, the ripening fields and prospering land all singing the sweet tranquility of peace; and yet the very trees in front of us could unfold tales of suffering such as no historian could give us with his clever pen.

“Do you see that road, my dear Atheis, directly facing us? Should we continue on, it would bring us to Valley Forge, and sitting here at this venerable spot one may come in all sincerity of feeling, and dream, dream, of those bleak, tumultuous days, 121 years ago, when there was frost on the gray uniform of His Majesty creaking up there in the wintry wind; when, perhaps in the thick, wild night, a squad of thirsty troopers of the army, then at camp, galloped down yonder road and leaped from their horses, right here, my boy, where we sit. Or it may have been Washington himself, on one of his watchful rides, who dashed up to the door, threw the bridle of his faithful horse to a willing hostler, and yielding to the courtesies of the obliging landlord refreshed the inner man with some choice brew of the friendly host. Perhaps 'twas on this very spot that he shook the gathering snow from his none too heavy cloak and stamped his way to where the cheery fire of logs bade him warm welcome.”

And so we ramble on, and, while loth to leave, we soon are on our way toward Lancaster pike, heading directly in the face of a long range of hills that seem to stand as a barrier to our progress. The riding is, however, fairly level, but at last we find it pays to walk the steep grade that disappears amid a wealth of trees. With many grumbles the unbeliever plods away, asking why we do not take a better road; then quite suddenly he draws a sharp breath, while we whistle softly. The Chester valley lay before us as an exquisite and colored model in deep relief; the sun is just properly aloft; it polishes the gold of the ripening grain; it flings an ashes-of-roses haze over the high hills on the other side flanking the Schuylkill—a beautiful picture in all nature's lights and shades.

Reaching the summit, we are soon bowling over the uneven country, through shady lanes that rise and fall like waves of wheat, past noble mansions and lowly cottages we spin, yet on every hand prosperity has stamped its seal with its undeniable mark. Along this pretty country lane we ride, when unexpectedly a broad and well kept road, its whitened limestone surface showing far on either side, pops into view and as he turns with questions on his lips, we simply say—"Lancaster pike."

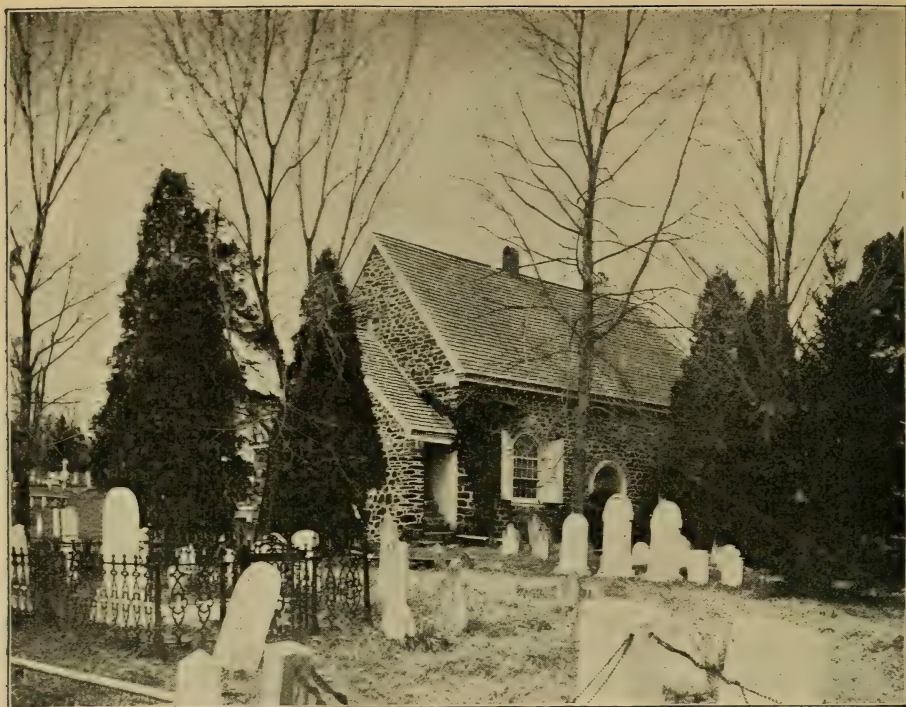
'Tis Radnor, and as we have much yet to show, our way lies out, and soon Wayne is reached. In its very heart, a sharp turn left takes us from the pike; we whet our lips for the treat we have in store and while there are some muttered imprecations on the vileness of the road, it is forgotten when we come abruptly to a long stone wall roofed with wood, and as we slowly follow alongside of this, the unbeliever leaning forward said, "By Jove!"

"St. Davids," we tell him, "where Washington rode over to worship on Sunday."

It is a small wonder that Atheis quickly dismounts from his wheel and looks wonderingly about him. One might just as well expect to chance upon diamonds in rose buds, as upon a memorial building of such divine beauty in a spot so remote. We enter its gates, and the victory is ours.

The little house of God is half buried in a wilderness of drooping willows, stately oaks, and thickset pines. Its environment is charming; partly hidden in the grass are countless mossy tombs, many of them having been transported from Wales, and the ivy, which almost entirely covers the church, was transplanted from Abbotsford.

St. Davids is one of the earliest of the Episcopal churches in America. It was built in 1715, but the quaint stone stairway that leads up on the outside was not erected until fifty years later. General Wayne's monument was the first public memorial placed over any of the Revolutionary heroes, and is one of the most noticeable tombs of the church. We went on to tell that the general died in 1796 and was buried at Presque Isle, now the town of Erie. In 1808, when it was determined to remove the body to St. Davids, the family sent a faithful servant to Erie to bring back the remains. He made the trip on horseback, but on reaching Erie was greatly surprised to find the body so well preserved and so heavy that he was unable to transport it over the mountains through the forest roads. Being unable to secure proper conveyance and not wishing to excite hostility among the citizens of Erie, who opposed the removal, the man found it necessary to act with decision. He was equal to the emergency; he took the body secretly away and boiled the flesh from the bones, then carried the skeleton in a bag over the Alleghenies to St. Davids, where it was buried with fitting ceremonies. The event took place July 4, 1809. After the burial, when the newspapers



St. David's church at Radnor.

announced the removal of the general's body, the Erie people denied it. They admitted that the servant had boiled the body and stripped the bones, but then he had left the flesh behind. Some of the general's men who were killed at the Paoli massacre lie with him in honor at St. Davids.

A noticeable thing in the churchyard is the remarkable state of preservation of the tombstones. Many of them were placed there long before the Revolution, yet both lettering and outlines are as though cut but a few years back. The few stones broken by intruders or by accident have been fastened together with clamps of lead.

General Wayne's grandfather, after whom the impetuous soldier was named, died at the age of seventy-three, and was buried here. He was colonel in the British army, and fought at the battle of Boyne.

"How was it," asked Atheis, "that this Episcopal church came to be established in the midst of a Quaker settlement?" There was an agreement, we explained, entered into with the authorities before the emigrants left England. Bishop Crompton in London had a provision inserted into the Pennsylvania charter, granted to William Penn, to the effect that when twenty persons desired the services of the church of England, they were entitled to have them without let or hindrance. Although churches are generally supposed to be safe from violence in times of war, St. Davids suffered with the rest of the buildings. Once or twice during the Revolution it was completely gutted and used for shelter and hospital purposes, but only temporarily. The walls were not injured, and the edifice was restored.

Originally there was no floor in the church, and the space selected by each pew holder for the sitting was the solid earth within the walls, and was sold to him as so much real estate, having been staked off and its boundary



Tomb of Gen. Anthony Wayne.

fixed as if it were a town lot. At the beginning, each member selected his pew when he pleased, the rule being "first come, first served." Years afterward, high-backed pews were erected, but there was no floor in the building until in later years a concrete bed was laid over the entire space occupied by the church, making a floor which to-day remains as hard and as cold as the pavement of a city street. A carpet has been laid since to deaden the footfalls of the congregation, but, as in the old English churches, the floor is very cold in winter.

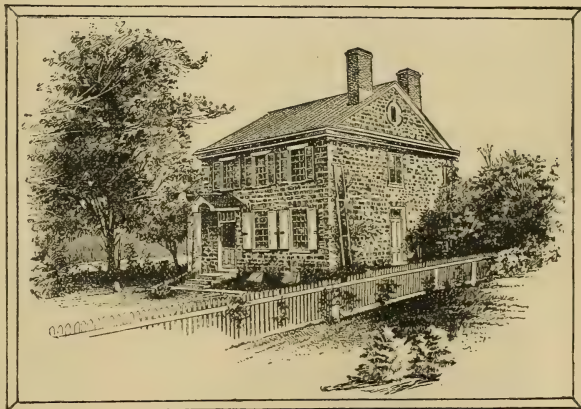
What church in any land has a more unique history running through two centuries? Who have been its worshipers? It is said that in the darkest days of the Revolution, when soldiers and patriots had almost lost heart in the American cause, Washington, weary and despairing, rode over from Valley Forge to renew his faith and refresh his soul at this humble altar.

"Did not Longfellow write a poem on St. Davids?" asks the unbeliever as we walk toward our wheels. Yes, and the first two verses strikes the keynote of what it really is.

What an image of peace and rest
Is this little church among its graves;
All is so quiet; the troubled breast,
The wounded spirit, the heart oppressed,
Here may find the repose it craves.
See how the ivy clings and expands
Over this humble hermitage,
And seems to caress with its little hands
The rough, gray stones, as a child that stands
Caressing the wrinkled cheeks of age.

We mount our wheels in silence, the stillness that is everywhere possesses us, too, and as we ride along the primitive road that curls in and out among the trees, our thoughts are full of what this little church has been in American history, buried as it is in a nook away from the regular road of travel, yet it is daily visited by people from all over the world.

We roll easily along, up and down over the land that "smiles in silence," and coming at length to its pike, pursue it to



Washington's headquarters at Valley Forge.

the outskirts of Wayne. Branching off to the right, we are going more rapidly through a lane, almost arched over with locust trees, where, half hidden in the shrubbery embankment, we come upon an upright stone planted by the roadside. It was plainly very old, although marvelously well preserved in view of the date it bore—1769.

"The mile stone," we tell him, "has been the stolid witness of innumerable curious calvacades. This is the old Conestoga road, the first important highway built from Philadelphia toward the great west. Seventy years ago there were sixty-three inns scattered along its length from Lancaster to Philadelphia, and at the time of the Revolutionary war it was called the Conestoga road because it was built to the Conestoga settlement.

"Think of those days, my boy, when the great Conestoga wagons, schooner-shaped, rudely carved and ornamented, came rumbling past this way. Some of them were bound great distances; in the time of the gold fever they were the first to cross the plains. Until after the Revolutionary war they were all seen by that old stone, then at the beginning of the century the road was straightened, extended west of Conestoga, and called Lancaster pike—the first incorporated turnpike in the United States.

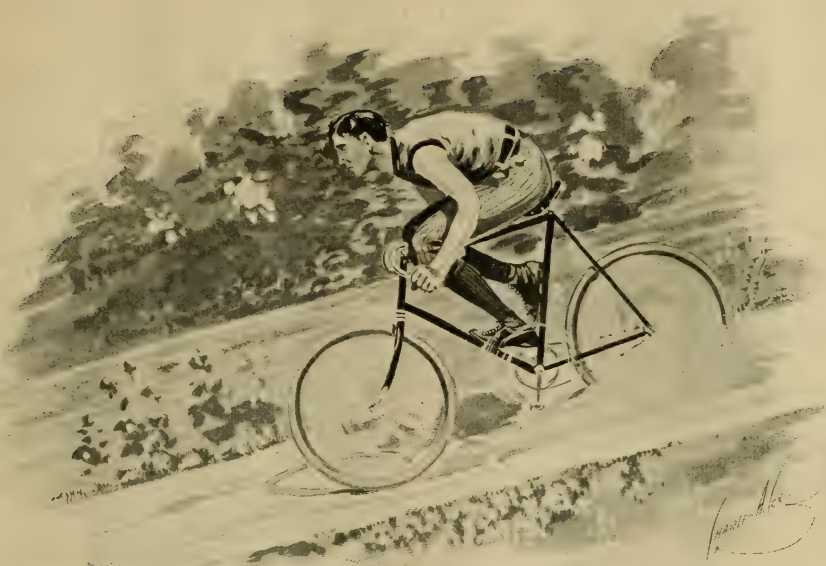
"The building of this road was no trivial undertaking; it was rather a more important improvement in its way than the construction of most railroads at the present time. It cost a half million of dollars or \$8,000 a mile, but it was such a popular enterprise from the start that when it was regularly incorporated and the books opened, the demand for stock became a rush and it was found necessary to close the subscription office and to station guards to keep back the people from crushing in the doors.

"This in particular is an interesting spot, for just back of us, there on the pike stood until recently the Spread Eagle inn. It was a noted tavern 100 years ago, and from this point, with whips cracking and horns blowing, the driver of the fast mail coach made flying speed to Philadelphia. The schedule time was from six to eight hours, depending on the condition of the roads.

"All along the pike were scattered little taverns, each reveling in some name no doubt suggested by some close association in old England. Besides the 'Spread Eagle,' there were 'The Sorrel Horse,' 'The Unicorn,' 'The Black Bear,' 'Miles' Tavern,' 'The Spring House,' 'The Drover,' 'The Lamb,' 'The Blue Bell,' 'General Jackson,' and 'The Red Lion,' all of which, except the last named, having long since vanished with all their old traditions."

Meanwhile we ride slowly along the Conestoga road to the high ground commanding a view of Wayne, back of us and far away on either side stretch cosy cottages, church spires reach toward the blue sky, already tinted by the rosy rays of the setting sun, and in the distance the chiming bells of St. Mary's echo back from the heavily timbered hills. The day is softening now; it is such a twilight as we need to give the proper tone, that marvelous half light that artists try to give us and always fail. On, on, we roll, past matchless bits of scenery, through pretty little towns all quiet and subdued on the ending of the day.

Up hill and down hill we go, and at last the lights of the good old Quaker town twinkle in the gathering evening. Then we turn to our silent companion beside us and meekly say, "It would be absurd, of course, to speak of this, but don't you think the ride——" He stops us with a glance, so full of meek submission, and quietly says, "I think the ride is beautiful; you could not offer more."



HOW TO CONDUCT A GOASTING CONTEST

BY E.W. PENFIELD.

Bicycle coasting contests have during the past year or two become remarkably popular in the east. The sport does not require the rigid training which is necessary on the race course, but is withal one that admits of much more skill than would appear at first glance. As a means of giving prominence to cycling organizations, the coasting contest is a demonstrated success; as a financial investment it offers about the same inducements as a well-managed road race.

The coasting contest may or may not be run on an elaborate scale. A few enthusiasts can engineer such an affair at trifling expense and the occasion may be as successful and as satisfactory as the much-heralded contests of more pretentious organizations. Cycling organizations, however, naturally look for some measure of fame out of such events,

in which case the best way to conduct a coasting contest is to place the management of the affair in the hands of regularly appointed committees, the same as if a tournament were to be given. If the heads of the committees are judicious they will be able to get a vast amount of free advertising through the local columns of the daily and weekly newspapers of the district which the contest will be likely to interest.

How to Defray Expenses.

If the managers of the affair desire to get some return for their labors, or to defray expenses connected with the affair, seats can be erected at the foot of the course. A little experiment will show approximately where the contestants may be expected to finish.

The officers of a coasting contest should be a referee, measurers, start-

ers, scorers, and judges. Good judgment should be exercised in the selection of a referee, as that official has plenary powers, and one or two errors on his part might seriously mar the success of the affair.

The duties of the measurers are to ascertain the distance traversed by each contestant in feet and inches. Before the contest the distance from the starting point to a point where even the least skillful of the riders will be likely to pass should be measured off, and from this point on for 100 yards or more the distance should be designated at frequent intervals. Time spent in this sort of preparation is put to good advantage. The scorers mark down the distances as decided by the judges. In some coasting contests a timer has been introduced, but the time is necessarily not indicative of skill or lack of skill, as it depends altogether upon the pitch down which the rider coasts.

Selecting the Course.

The length of a coast will of course be governed by the advantages which the country affords in the way of hills. A quarter-mile course is generally regarded as short. From a third to three-quarters of a mile courses are popular, and the steeper and straighter the better. The riders should be started from a platform, which can be built at slight expense.

Entry blanks are sent out the same as for a race meet or a road race. The blank should state the time at which entries will close and also give the conditions of the contest. Require the rider to give his weight and the weight of his wheel; the make of his wheel, make of tire and the gear, and to state whether he has ever participated in a coasting contest before. An entry fee of \$1 is generally charged. It is well to have the entry blanks on hand at the contest as they will oftentimes save argument. They are also sure to be of service to the newspaper men. For the benefit of

the uninitiated the following general rules which have been found satisfactory in several large contests near Springfield, Mass., are appended:

Rules and Regulations.

1—A weight limit of thirty pounds will be placed on each machine. No wheel shall be provided with extraneous weights or mechanical aids, or be unprovided with chains, cranks, pedals, and gears. Patent and changeable gears of all character are debarred. The referee shall have the right to refuse the entry of such machines as, in his judgment, do not comply with this rule.

2—All contestants shall appear at the starting point ready to coast, and remain at same, at least five minutes in advance of their respective trials, or forfeit that trial.

3—Riders must assume position of feet and body at start, and maintain same to the finish. Riders will not be permitted to carry weights.

4—The start must be made from a standstill at the top of course, and each contestant shall be started by the official starters. Riders will be started according to their entry numbers, and follow each other at sufficient intervals.

5—A machine sheering or falling into another will be disqualified. The wheel interfered with by the offender shall be privileged to start again. If the referee be satisfied that interference from the crowd, or by vehicle, or other obstacle impedes the progress of the contestant, and in his judgment it is unavoidable, the contestant may start again. Sculling, wabbling of the head or body, and wabbling or zigzagging of the wheel will be cause for disqualification.

6—The finish shall be judged by the center of the front wheel as it stops, and all contestants shall remain on the exact spot at which they stop until they are released by the measurer.

7—Each contestant complying with these rules will be allowed three trials, in which the riders will be started according to their entry numbers. The same order will be followed in each trial. Each rider will be credited with his best mark only. The first prize will be awarded to the rider making the longest distance during the contest. Second prize will be awarded to the rider making the next best mark, etc.

8—In case of a tie the parties tied will be given another trial, and the party defeated in the run-over will be awarded the next lower prize.

9—Each contestant must ride the same machine in all three trials.

10—No wheel shall be started that has not paid the entrance fee.

11—The referee's decision shall be final in all cases.

Conkling's Tips.

L. W. Conkling, who has acquired a national reputation as a coaster and who taught W. A. Shockley nearly all the champion knows about the art, gives the following tips to aspiring novices:

"Good coasters are not born, they are made. Made by experience, study, and care. Only riders of some experience can aspire to first honors at the game, and only such experienced riders as are willing to learn something new can get to the front when in good company. Coasting is rarely a game of strength or physical endurance, but it is always a test of skill, address, and nerve, and that rider who possesses the quickness of perception to at once grasp all the various circumstances of wind, grade, road condition, interference or help from the presence of spectators or other contestants, the address to at once take full advantage of any favoring incident, the nerve to make the least and best of all unfavorable circumstances, and above all to fight every inch of the way from the top of the hill to the finish, will, other things being equal, nearly always win his event. Coolness and presence of mind are always large trumps in the coasting game.

"To get out of yourself all that is in you, first, of course, learn how to care for, adjust, and fit your wheel so that it will be absolutely at its best and do you justice. Pages might be written on this one subject, but space permits me only to say that there is no hard and fast rule; every rider must experiment and find those adjustments, which will produce the best results for him. No matter how some other fellow does, that cuts no

figure at all. Of course bearings, chain, etc., must be in perfect condition, accurately adjusted, perfectly clean, and properly oiled. Also take great care in the inflation of tires. This is an art and just the proper amount of air to put in each tire for the different grades and condition of road must be learned by experience or from an experienced friend. Your own experience is, however, always best.

"As to position, it is of course always desirable to present the least possible surface to the resistance of the air, and at the same time be so seated that the wheel may be eased over any rough spots or through hollows, and so that the weight may be somewhat transferred to different positions fore and aft, as the conditions of grade vary. But whatever position the rider is in, he should sit rigidly there and move as one mass with the wheel until some reason arises for a change. The position usually found most suitable is with handle-bar and saddle both low, saddle well back and rear end raised, feet in the frame with the heel of the left foot resting against the transverse stay, the ball on the lower stay, and the right foot resting in front of the left on the stay. The stays should be wound with tire tape at the proper points. Elbows should be kept close to the side, with the head down as much as possible without losing sight of where you are going. Wear close-fitting, smooth clothing.

"Now, go out and practice, practice, practice; watch your failures and successes and study the reasons for each. Know why and then you will know how. The surprise and satisfaction which will come from improvement shown will be ample reward for the trouble."

THE CIRCUIT EXTENSION

Twenty-One of the Crackajacks Start on Their Long Trip in Their Private Cars—The Men Who Compose the Party—Meets at Detroit and Kalamazoo—Standing of the Chasers

Kalamazoo, Mich., Oct. 4.—Forty of the happiest circuit chasers ever seen arrived in this city Sunday morning in their special train, consisting of the special palace cars Iolanthe and Pickwick, and a special baggage car. Each of the cars was filled to the doors and the baggage car was overflowing with the multi-cycles, the wheel trunks, and the loose wheels and personal baggage of the men. The circuit chasers have now been out one week in their special train.

Never before in the history of the sport have so many prominent racing men banded together for such a trip the length of this. The first section of the journey to Pensacola, Fla., includes over 5,000 miles of traveling, and nearly as many more miles may be added, providing the Mexican circuit goes through, as it is more than likely to do. The start of the present journey was made at Trenton, N. J., the evening of September 27. That first day was the busiest of the trip, and to the management probably the busiest day that will ever be seen. The cars came from opposite directions, the Iolanthe from Philadelphia and the Pickwick from New York. Provisions for the first week of the journey were purchased at Philadelphia and loaded into the Iolanthe, which carried the outfitting for two cars to Trenton. Once there, the special cars had no signs on them,

and the sign men came down from New York to do the work.

The Start at Trenton.

With the race meet in the afternoon, there was little time to transact other business, and "Birdie" Munger at once opened his artillery. Munger was here, there, and everywhere, and when night time came he was indispensable. The special baggage car was sent out to the grounds, and there all the bicycle trunks of the party were loaded for the first time. Down at the station the personal trunks, the Oriten, the sextuplet, quadruplets, and triplets were gathered together ready to be loaded into the train immediately it was made up. Visitors came down to see the party safely on its way, and Handicappers Batchelder, of New York, and Wetmore, of New Jersey, joined the party for the first stage of the journey to Buffalo. Supper was ready as the train pulled out.

On the way to Buffalo the party settled down. The twenty-one racing men, the managers, and a number of business representatives of houses represented on the trip by teams formed a most agreeable aggregation. Beds were made up at ten o'clock—nine is now the regular hour—and a half hour later the roomy special cars were as quiet as a hotel. Seven in the morning saw all hands astir, and at eight the breakfast was on the table. At nine o'clock the breakfast

THE JOLAN THE



THE KANGAROO TEAM



THE MANAGER



THE CIRCUIT CHASERS ON PARADE



ON THE CIRCUIT EXTENSION



TRANSPORTATION
MANAGER
MCLEISH

THE
PARTY
AT DETROIT



THE TEAM MANAGERS



A
QUIET SUNDAY

was out of the way and the groups of the night before re-formed until Buffalo was reached. At Buffalo, carriages waited for the men and a trip through the city was taken behind an excellent band. Each team had its own carriage and each carriage bore on both sides the banner of the team. In this way the meet promoters told the people of the arrival of the men advertised as entrants in the races and the makers received a share of the great advertising advantages of the trip.

Meets of the Week.

Buffalo closed the season with its meet of last Tuesday. The meet was a huge success. Detroit closed its season with the meet of Friday and Saturday. Kalamazoo's meet of today will be a success, Peoria has Wednesday and Thursday of the present week and Racine, Friday and Saturday. Louisville has Tuesday and Wednesday of next week; Paducah, Friday, and St. Louis, Saturday of the following week. Joplin, Mo., has a meet the following week and Memphis, Nashville, Chattanooga, and Atlanta more than fill the week of October 25 to 30 inclusive. Charlotte, Raleigh, Savannah, and St. Augustine fill in the first week of November, and Florida has the two concluding meets of the present trip.

At all of these points National circuit prize lists are offered and competition will be of the keenest character, each man fighting for his position in the racing world as shown by the thermometer and the points table.

How the Party Is Accommodated.

Things are as neat as wax in both cars and everything is as regular as clock work in the conducting of affairs. System is everything and a system is followed. The transportation and commissary departments are in the hands of George S. McLeish, the book-keeping and other work in

the hands of F. E. Schefski, while the promoter of the trip, F. Ed. Spooner, looks after the general management of everything. The arrangement of the cars adds to the conveniences of the trip. The Iolanthe has a large back platform with gates, on which will be found a number of large, easy chairs in which some members of the party will always be found. The large observation room at the rear of the Iolanthe has a lounge that accommodates a half dozen of the men at a time, while the large easy chairs in this room give space for more to loaf. Bearings' office is in the observation room. Adjoining this room the Spalding team has a large state room in which are quartered Tom Eck, Mertens, and Kiser. A large closet is off this room. The next state room, with a large folding bed, is occupied by the manager and his wife. The large couch in the parlor, providing an upper and lower berth, is occupied by the White Sewing Machine Co.'s team, Coleman and his trainer, Gray. One of the large folding beds in the parlor is occupied by Charlie Wells and the other has Nat Butler as an occupant. The large couch in the observation room has as occupants L. F. Jackson and W. S. Meade, the former of the Warwick Cycle Co. and the latter of A. G. Spalding & Bros. Two sections between the parlor and the kitchen are occupied by Cooper and Webb, the Monarch team; Johnson and Young, the Kangaroo team; McFarland and Stevens, the Tribune team, and Hoyt and Newton, of the Warwick team.

The Pickwick.

Passing through the kitchen of the Iolanthe the kitchen of the Pickwick must first be passed before the large parlor of this car may be seen. The parlor of the Pickwick is 16 feet, 10 inches, by 10 feet. That of the Iolanthe is 10 feet by 12. In the

Iolanthe's parlor eight are seated at the dining table and the other twelve are seated three in each section, making twenty in all. In the Pickwick ten are seated at one time at the table and three in each of the other sections and the stateroom, nineteen in all. Promptness is a feature of the dining service.

In the Pickwick there are two sections in which Joe Grimes, of the Cleveland, the 533 pound rider, and H. B. Freeman, the Portland rider, and Kimble and Randall, of the Orient team, are found. Four folding beds in the parlor of this car accommodate four men and the four upper berths that let down over these accommodate four more. "Pop" McCune, manager of the Orient team, and A. L. Jones, of the Cycle Checking Lock Co., are in one section; Dr. Brown, of the Warwick team, and W. F. Saunders of the Kangaroo team, in another; H. R. Steenson and E. S. Aker in the third, and Charles Price, of the Orient-Chase team, with Chas. Hadfield, of the Clark team in the fourth. The large stateroom in this car is occupied by F. E. Schefski, Clarence McLean, the Outing trick rider, and Charles Ward, trainer of the Warwick-Kangaroo team. The observation room at the rear has George S. McLeish and Harry Clark as occupants.

The cook, waiter, and porter of each car have accommodations provided for them in the kitchen section of each car. In this way forty-five people are accounted for, and the forty-sixth, E. L. Finch, trainer of W. M. Randall, doubles with his man. Harley Davidson and Angus McLeod, the B. and D. team of Canada, and Harry B. Marsh, are applicants for accommodations in the party, and will probably travel with it, sleeping at nights in the regular sleeping cars of the train.

These men are booked for the entire trip, and the southern country

is more than anxious to secure dates now that the trip is fairly under way. Florida is rapidly arranging the circuit, most of the dates from this section having been applied for.

Jollier men were never seen than the circuit chasers in their special car, and better trained men certainly never mounted a wheel. Good training food is regular three times a day, the table being arranged with the racing man in view. The trip promises to be a grand success.

STANDING OF THE MEN.

Kalamazoo, Mich., Oct. 4.—Fred Loughhead, the mile champion, jumps into second position in the thermometer this week by reason of his fine work at Trenton, Buffalo, and Detroit. At the last city Loughhead won the mile and two-mile opens repeatedly on two successive days, something he has not done before this year. Last week Loughhead was eighth and this week he is second. His own good riding and the poor riding of some of those ahead of him, caused the sudden changes in the fortunes of Fred, who, while he has retired from racing for the time being, may come out later on to maintain his position to the close of the circuit. When Loughhead won his two-mile race the second day at Detroit, his mother watched him from the grand stand, and turning she said, "That is Fred's last race, for we want our boy at home from this time on. He has a nice business all his own, a lot of men working for him, and he should be there to overlook that work. It is a paying business and while not as good paying as racing, I suppose it will pay far better in the end." Fred said nothing at the time, but later he said, "I may get another dose of the fever later on and then, you know, I'll come, don't fear."

Loughhead Retires.

Loughhead retires from the circuit for the time being and Bald, whose

gallant struggle to keep on top all the year has excited the interest of the world, sails for Europe, so it is reported, on the 13th of the present month. Cooper, Kiser, Mertens, Hoyt, Newton, Butler, and the others go on hunting for positions and as more days yet remain to the circuit than have already been gone through with, these men are liable to make trouble for the topnotchers before the close of the year.

The points table has few changes other than the number of points and Bald has with-in one of double as many as Gardiner, the second man in the table.

Points and Prize Winnings.

Bald.....	109	\$2,652.00
Gardiner.....	55	1,215.00
Cooper.....	45	1,069.00
Butler, N.....	35	760.00
Mertens.....	35	827.00
Taylor.....	34	690.00
Stevens.....	30	725.00
Loughead.....	28	495.00
Newton.....	27	640.00
McFarland.....	26	895.00
Kimble.....	24	560.00
Hoyt.....	21	390.00
Newhouse.....	18	305.00
Coleman.....	12	400.00
Butler, T.....	11	250.00
Titus.....	9	1,175.00

GRAND VICTORY FOR LOUGHEAD.

Detroit, Mich.,
Oct. 1. — Fred
Loughead proved

Bald	.858
Loughead	.680
Stevens	.645
Cooper	.614
Newton	.610
Mertens	.607
Taylor	.604
Gardiner	.598
Hoyt	.565
N. Butler	.524

the undoubted king among the sprinters at the first day's racing of the Detroit Wheelmen's National circuit meeting, the second day's racing on the National circuit extension. The circuit party, forty strong, arrived in Detroit on Wednesday morning and have been quartered at the Brush street station ever since.

The field that qualified for the great mile open race today included all the leading men of the country from San Francisco to Boston, and the victory of Loughead over a field that equaled in importance any other field of the entire season was a grand one. Bald, Cooper, Kiser, Gardiner, Taylor, Stevens, Kimble, Nat Butler, and Brown were in that final, and the ten men made a blanket finish. The Detroit Wheelmen promoted the meet and the Detroit people wanted to see a decisive race. The Bald-Cooper-Kiser match race fiasco had placed the Detroit people

in doubt, and the attendance was not as large as it might have been. Talk was heard all over town of the results of that former race. The most excellent time in the races, heats and finals, and the decisive results today are expected to bring out thousands tomorrow. The day was warm, the wind low, and everything was lovely—an ideal Indian summer day until late in the afternoon, when a cold wind came up.

Heats of the Mile Open.

Major Taylor was selected to pace the first heat of the mile open and Wells secured the position back of pacemaker. Gardiner came up from the back of the line to the front at the bell, gaining the side of Cooper, who had shot out of second position back of the pacemaker. Freeman pushed up on the pair, as did Watson Coleman, the four flashing over the tape but inches apart, all around. Cooper was beaten by six inches by Gardiner and the time was 2:07½.

There was a dead heat in the finish of the second heat. Brown and Hadfield worked to the front of the bunch on the last banking. Nat Butler went round the bunch with Stevens. Brown came into the stretch on the pole and held his position. Stevens and Butler gained a dead heat decision for the first position, and Dr. Brown ran second. The time was again 2:07½. Kiser paced the heat.

Fred Loughhead paced the third heat, and Bald gained the position back of pacemaker. Esperon gave Bald the place. Mertens started a quarter-mile sprint, and Bald caught at Mertens' rear, but was displaced by Esperon. Kimble started round and Bald caught at his side. The pair had a hard battle down the stretch and finished inches apart but a foot to the good of Esperon. The time was 2:04, the fastest heat of the season.

For the final the field lined up ten

abreast up the five foot banking of the track. Bald was on the pole and then Gardiner, Stevens, Kimble, Cooper, Loughhead, Brown, Taylor, Butler, and Kiser. The pacemaker was Grant, and Butler went down off the bank and to the position with Kiser, Stevens, and Cooper in order. Taylor came like a black cloud and went up past the pacemaker and down to the pole. Butler held his position back of pacemaker and Taylor gained second position. Cooper had Brown at his side and Kimble at his rear, with Gardiner, Loughhead, and Bald following in order. Bald was sifted back and at the third went off the track edge, gaining his position at the rear again without falling. Loughhead had dropped back when the bell rang and started up round the bunch with Bald following him closely. Cooper was sewed in by the field entering the backstretch. Kiser was in position for good work, jumping after Loughhead and heading off Bald by inches at the finish. Loughhead won by a matter of inches only over Kiser, who was a half foot to the good of Bald. The entire field was in a compact mass and the time was 2:07.

The heats of the professional two-mile handicap proved of a more than ordinary interest. Gardiner qualified and Cooper failed in the first and a good field obtained positions in the second heat. In this heat, Hadfield went from 180 yards to victory, pacing himself out a half length ahead of the field. In the final, Hadfield had Price, the old cash prize league rider, from 230 yards, as an assistant. Price and Hadfield paced and paced about and the race was theirs. Hadfield first and Price second, about a half lap ahead of the field. It was Wells who woke the slumbering hosts at the rear and it was Stevens who passed Wells like a shot, only to be passed in turn by Mertens, who made a strong, hard run to third position and victory

over the back markers. The time was 4:21½.

Porter and Hart blew up in the final of the mile open and Joseph, Nels Carlson, and Woodward took the positions in a hard ride. In the three cornered match race between Porter, Joseph, and Moross, the former fell and Joseph won the heat by a foot. The time was 2:22½.

Summaries.

One-mile open, professional—Loughead, first; Kiser, second; Bald, third. Time, 2:07.

One-mile open, amateur—F. A. Joseph, first; Nels Carlson, second; J. Woodward, third. Time, 2:08½.

Two-mile handicap, professional—Chas. Hadfield, 180 yards, first; Chas. W. Price, 230 yards, second; Mertens, 20 yards, third. Time, 4:21½.

SECOND DAY AT DETROIT.

Detroit, Mich., Oct. 2.—To say that the Detroit Wheelmen, the promoters of the National circuit meet in this city which closed today were delighted with the day's races, is placing it very lightly. Better racing never was seen than that of today and the professionals vied with the amateurs in offering the greatest day of sport ever seen in this city. Throughout the meet heats and finals of the races were fast and interestingly fought to a finish. The attendance, too, was larger and that placed a pleasant smile on the faces of the wheelmen, who took up the meet when the track association failed some time ago.

Two professional races, two amateur races, and an amateur match race were run today. One world's record is said to have gone by the board when Carlson and Hood rode an unpaced tandem mile in 1:54. It is also probable that the "One armed man's" record went over the way when Stevenson rode a paced mile in 1:54. No competition records were cut, but good time was made in heats and finals. What was probably the most interesting heat ever run was the second of the professional two-mile open, paced by Kimble, who was shifted from the front to the rear

of the field time and time again as the field rushed up and around him. Kimble kept his pace throughout and brought the bunch through in 4:35, good time with one man pacing. The final was brought down to 4:17 by two pacemakers. Again and again was the grand stand brought standing by startling finishes.

A Bad Spill.

One unfortunate feature of the day was the terrible fall in the professional two-mile open. Cooper, Mertens, and Bald falling. The field that qualified for this race included all the good men of the meeting, and lined up in the following order from the pole out: Bald, Kiser, Mertens, Esperon, Butler, Kimble, Loughead, Cooper, and Brown. In the rush for the pacemaker, Loughead shot down off the bank to the position, and Mertens, Butler, Cooper, Esperon, Kiser, Bald, and Brown followed in order. Brown dropped out, and in the shifting at a poor pickup by the second pacemaker, the line changed and Bald, Kiser, and Kimble went up along the line toward the front. As they straightened out Bald had the pace. Loughead, Kiser, Mertens, Kimble, Esperon, Butler, and Cooper followed. More changes occurred as the field shifted, and Butler went up from the back with \$75 in sight as he shot past the field. Cooper followed Butler and the pair drew well ahead of the field. In the backstretch Mertens went after the fleeing men and Kiser held his rear until Bald neatly euchered him out of the position. Mertens was just closing with Cooper's rear wheel, when that rider seemed to hesitate. There was a sudden fall, and Cooper slid along the pole, while Mertens struck him and followed suit. Then Bald went down and slid. Loughead just escaped the fallen bunch, and, gaining the front, made a fine run for home. Kimble also escaped, but could not overtake Loughead, finishing second, two

lengths back. Butler was rattled by the fall, and slowed for the moment, while Esperon fought his way up and past him. Butler woke and ran fourth, and Kiser coasted over fifth. The time was 4:17. It was Bald's last race in this country this season on the National circuit, and he finished it on the ground. Mertens was completely knocked out for the time being.

In the one-mile 2:05 class Brown flashed into view as a winner, and in his heat of the two-mile the Doctor again made a fine run into qualifying position.

Amateurs Fight Hard.

Joseph had little difficulty in taking the second heat of his match race, in which Moross took second and Porter third. The finish was a hair-raiser, Moross going over the edge in his good fight for first and gaining second that way. The time was 2:07 $\frac{1}{4}$.

Charlie Porter had the satisfaction of winning the third heat of the three-cornered match race, Joseph taking second and Moross third. The results were not changed at all, and the discussion between the three men will still go on with renewed fire now that Porter gained the last word. The time of the third heat was 2:16 $\frac{1}{2}$. Joseph won with eight points; Moross second with five points, and Porter third with four points.

Summaries.

One-mile 2:05 class, professional—A. I. Brown, first; Nat Butler, second; Watson Coleman, third. Time, 2:08 $\frac{1}{2}$.

Two-mile open, professional—Loughead, first; Kimble, second; Esperon, third. Time 4:17.

Two-mile lap race, amateur—Roy King, 15 points, first; Nels Carlson, 13 points, second; F. A. Joseph, 8 points, third. Time, 4:46.

One and one-half-mile handicap, amateur—M. J. Roth, 90 yards, first; Oscar Wanderer, 70 yards, second; Jerre Woodward, 80 yards, third. Time, 3:41.

AT KALAMAZOO.

Kalamazoo, Mich., Oct. 4.—Records fell at the Kalamazoo meeting on the National circuit extension held at the quarter mile plank track in this city. Midsummer weather was never

warmer or more pleasant than that of today. It was not hot and it was not cold. There was not a chill in the atmosphere and no wind blew during the afternoon. Kalamazoo was awakened from a nap yesterday morning when the wheelmen's special train came into town. Thousands came to the station during the day in an attempt to catch a glimpse of the crackajacks and hundreds made their way into the cars wandering through and commenting upon the different men. This finally became tiresome and the doors were closed. The papers of the city had columns about the cars. The result was seen at the track during the day when 500 people in the morning and twice as many in the afternoon watched the men at their work.

The Oriten and the sextuplet of the Waltham company, were seen on the streets in the afternoon and these aroused curiosity. The carriages which went through the city this morning with the circuit men on their way to the track attracted attention all over the city. The pleasant afternoon, combined with the good work done by the track managers, headed by Glen D. Stuart, brought out 2,000 people to the races, a heart-warming crowd for the meet promoters who had gone into the thing with such weak hearts. The grand stands were filled to suffocation.

The entry list in the mile open, professional, was so large that the contest had to be run in three heats, two semi-finals, and a final. And after it all, after he had won his heat and his semi-final as well, Mertens took the final of the event, defeating Kiser and Cooper. John S. Johnson had failed to qualify in the semi-final. Nat Butler ran second, Kimble ran third, and Cooper and Kiser were fourth and fifth in a very warm contest.

If the mile open was a great contest, the handicap was more than one.

The scratch men were Mertens and Cooper. Wilder tried a runaway from the limit mark. The back-mark men worked—at least, some of them did—and at the bell Wilder still had fifty yards and the race to all appearances. Mertens went up, then some one else followed, and as the party entered the last bank there was a wild cry from the populace, for the field had gone past the plucky Wilder and Nat Butler was out for the contest. The race was his, and Cooper ran second. One of the heats was won from scratch in 2:05, and Cooper ran a close second in the final in 2:05, certainly a sign of excellent handicapping.

Glen D. Stuart was the handicapper, and to him belongs the credit for the greatest handicapping seen on the circuit in some time. But the racing was not all the grandeur of the day, although Earl Peabody, the Chicago Cycling Club man, won his seventy-second first of the year when

he captured the half-mile handicap from scratch in 1:00½, amateur handicap record time. This was one record and Mertens, Kiser, and John S. Johnson created the other, the mile unpaced triplet record. The former record of 1:49 went down to 1:46½ today with these three great riders up. The performance came as the finale of the great day and Mertens steered the triplet four times round the track in the fast gathering darkness. Owen Kimble went for the half-mile state record of :49, but did :53, owing to the same darkness which confused the sex team pacing and made things dangerous for the large team.

Summaries.

One-mile open, professional; final heat—A. C. Mertens, first; Nat Butler, second; Owen S. Kimble, third. Time, 2:05.

One-mile handicap, professional; final heat—Nat Butler, 10 yards, first; Tom Cooper, scratch, second; H. B. Freeman, 100 yards, third. Time, 2:05.

Half-mile handicap, amateur—E. W. Peabody scratch, first; Otto Kreuger, 35 yards, second; Max Cohn, 30 yards, third; Newton Root, 60 yards, fourth. Time, 1:00½.

F. ED. SPOONER.



A friend (?) of the wheelman.

NEWS IN GENERAL

DEFEAT FOR MICHAEL.

Starbuck Wins an Exciting Twenty-Five-Mile Race at Philadelphia—Jimmy Blames His Pacemakers.

Philadelphia, Pa., Oct. 3.—Jimmy Michael, the unbeaten middle-distance champion of 1897, yesterday met his Waterloo when, at Willow Grove track, he was beaten by a man whom he had twice previously defeated—J. F. Starbuck—in a twenty-five-mile paced race. For forty-seven minutes the two great long-distance kings fought for the supremacy, and when Starbuck's wheel finally shot across the tape a winner, the enthusiasm of the 9,000 spectators knew no bounds. Scarcely had the wheels crossed the tape and the men raised their heads from the handle-bars than half the crowd broke loose and made a rush for Starbuck, the only man who has this year conquered the mighty midget. He was lifted to the shoulders of his admirers, congratulated on all sides, and given ovation after ovation.

A Great Victory.

It was a great victory and those who witnessed the race will always look back upon it as one of the hardest fought races ever seen. The men fought for first position from start to finish, and with the exception of the first mile, when Michael gained twenty yards, the men were always close to each other. Both men were in the best of condition, but Starbuck was the most wonderfully improved. After he had gotten a fair start he rode behind his pacemakers without an effort and for the once proved himself a worthy opponent for Michael.

The weather was not of the best.

The day opened up with favorable indications, but toward noon it had grown raw and cold and rain commenced to fall. The latter did not last long, however, and the races were started on schedule time. The winds, too, were detrimental to fast riding and slowed the pacemaking machines materially. Against all these drawbacks, however, Starbuck came within a minute and four seconds of breaking the world's record, his time for twenty-five miles being 47:02½. Michael's time was but one-fifth of a second slower—47:02¾.

Good Pacemaking.

The struggle for the \$2,000 purse and the honor of winning was a desperate one from start to finish. Michael, than whom there is no better pace-follower, made two mistakes. Once when one of the teams left him and he was about to swing over and take another machine, the pace was too slow to suit his taste and the pickup failed to materialize. Instead of lagging the midget started after Starbuck and for four laps hung close to his rival's rear wheel before again accepting pace from his own machines. The way Starbuck followed his pacemakers, and the cleverness with which he changed from one team to another was fully as surprising as his success in winning.

The two men were lined up to the tape at a few minutes past five o'clock. Michael road a chain wheel geared to 106, while Starbuck's mount was one of the new Carroll chainless wheels, also geared to 106. The men were started at exactly 5.05 p. m. Dave Shafer won the toss for position for Michael, and, of course,



J. FRANK STARBUCK.

chose the inside. At the crack of the pistol the little Welshman was the first to get off, and he gained about twenty yards on Starbuck before the backstretch was reached. When the men finally settled down to work, Michael appeared to be riding easier than his opponent, although Starbuck was going very strong. He did not allow Michael to gain anything more on him. Michael crossed the tape first at the end of the mile in 1:52, Starbuck following in 1:55 $\frac{1}{2}$.

In the next three miles, however, Starbuck gradually cut down Michael's lead, and at the start of the fourth mile had sprinted to the front and before the mile had been finished was leading by ten yards. From that time on until the end of the tenth mile the distance between the contestants varied from ten to forty yards, this point being passed with Starbuck following a sex, the rear wheel of which was within a yard of the little "demon." On the twelfth

mile an unusual event occurred when Michael and his pacemakers failed to hit it as nicely as usual. Without a moment's hesitation he went out after Starbuck and inside of 100 yards was clinging to his opponent's rear wheel. For five laps he hung there and then dropped back to one of his own teams. The fifteen-mile mark was passed with Starbuck in the lead by a narrow margin. For the next five miles little or no change occurred. Each changed pacemakers so skillfully that at the end of each lap the local man was ahead and Michael was only a fifth of a second behind him in crossing the tape each time.

Starbuck finished the twenty miles in 37:35 and Michael in 37:37½. At the start of the twenty-first mile Starbuck lost his pacemakers. Fortunately he had the inside of the track, and while Michael and his assistants were working around on the outside he sprinted and caught a sex. Before they could get up full speed, however, Michael was in front and his rival had lost fifteen valuable yards.

An Exciting Point.

But the crisis had not yet been reached, and the grandest part of the race was yet to come. At the start of the last mile it was any one's race, and on the first lap of this final test of speed, cleverness, and endurance, Starbuck, who had been alternating behind quads and sextets, found a triplet waiting for him on the backstretch. Much of the credit of Starbuck's victory belongs to this team. No sooner had Starbuck caught the rear wheel of the triplet than the men were off like the wind. The triplet and single wheel fairly jumped through space and Michael's lead was cut down with a rush that was thrilling to behold.

The second lap of the fateful mile was started with Starbuck again in front by a short distance. Michael, for the second time, had a little diffi-

culty in changing pacemakers and for a few yards hang onto Starbuck's wheel. On the backstretch the final changes occurred, Starbuck swinging over to a sex and Michael taking a quad as a leader. It was a pretty race down the stretch for each man knew the advantage to be secured by having the pole on the last lap. Here the strong work of Starbuck's triplet team made itself manifest, for when the tape was crossed for the last lap he had the pole. Both men crossed on absolutely equal lines. Every ounce of muscle in the bodies of the two competitors and their pacemakers was strained to the utmost and as the first turn was being made Michael gained a trifle. It was only momentary, however, for on the backstretch, Starbuck had overcome the advantage. Around the long turn at the head of the stretch they flew and when they turned into the straight it was seen that Starbuck's rear wheel was ahead of Michael's pacemakers. The little demon was beaten, but his pluck and determination asserted itself. Seeing that his quad could not catch up to Starbuck's sextet he suddenly swung wide and with a rush began to pass his pacemaking machine. Slowly but surely he began to gain in the last hundred yards, but the handicap was too great and Starbuck crossed the tape, winner of the greatest cycling race ever seen in this city. Michael was only five yards behind the winner, he in his last grand effort to win having gotten up to the second man on the quad.

The twenty-five miles were covered in 47:02½, within one minute and four seconds of the world's record. This, considering the strong winds and cool weather, was exceptionally fast. The time of each rider by miles follows:

Starbuck.	Miles.	Michael.
1:55½	1	1:52
3:44½	2	3:41½
5:32	3	5:30¾
7:20	4	7:17¾
9:11½	5	9:09½

Starbuck.	Miles.	Michael.
10:58%	6	10:52%
12:54%	7	12:50%
14:45	8	14:44
15:37%	9	16:35%
18:32	10	18:30%
20:21%	11	20:22
22:22%	12	22:22
24:19	13	24:16
26:07	14	26:07%
28:03%	15	28:03%
29:52%	16	29:53
31:47%	17	31:47%
33:46%	18	33:47
35:37%	19	35:37%
37:35	20	37:37%
39:34	21	39:32
41:26	22	41:25%
43:18%	23	43:17%
45:10%	24	45:10%
47:02%	25	47:02%

Starbuck Confident of Victory.

After the race, Starbuck said: "From the shot of the starter's pistol I was of the opinion that I would be the first man in America to beat Michael. I was confident of success and never tired once in the journey. I was in superb condition and not once was the pace too hot for me. It was a great race, but I can not call it a hard one. I have all along been of the opinion I could beat Michael."

Plucky Michael.

There was the suspicion of a sob in Michael's voice when he said: "I have no excuse to offer other than that my pacemakers did not suit me. Several times their work was so bad that I was compelled to follow Starbuck. It was a great race and Starbuck deserves credit for this victory. I can defeat him, though, and will prove it at some future time. I was sure of winning, notwithstanding my poor pacemaking, but when the bell announced the last lap my pacing seemed to get worse than before."

The Other Races.

Previous to the big race there were two amateur and two professional events. Referee Powell put a stiff time limit on each event, and as a result they were hotly contested. In the professional mile handicap, the pacemakers' race, R. A. Miller, the 40-yard man, qualified in the first trial heat and won the final with ease,

finishing three lengths ahead of H. E. Caldwell. None of the scratch men qualified. In the professional mile open, Al Newhouse, Church, and Vernier had a redhot finish. Rounding into the stretch the three men were neck and neck, and at the tape but a few inches separated them. Newhouse, who was riding second, jumped Church ten yards from the tape, but barely won at that.

Summaries.

One-mile open, professional—Al Newhouse, first; C. A. Church, second; Jos. Vernier, third. Time, 2:13.

One-mile' open, amateur—J. F. Chalfant, first; J. G. Shumate, second; J. H. Minnick, third. Time, 2:37.

One-mile handicap, professional—R. A. Miller, 40 yards, first; H. E. Caldwell, 75 yards, second; H. W. Eckhardt, 100 yards, third; A. E. Weinig, 60 yards, fourth. Time, 2:14½.

One-mile handicap, amateur—L. De Fernelmont, 55 yards, first; J. A. Shomo, scratch, second; A. L. Worthington, 55 yards, third. Time, 2:22.

G. M. DIDDLEBOCK.

CALIFORNIA'S BIG MEET.

A Surprise Party From Tacoma—Sharick Wins Two Important Races—Large Crowd Present.

Sacramento, Cal., Sept. 29.—The meet of the year in California was held here on Sunday last, under the auspices of the Capital City Wheelmen and under a sanction granted by the California Associated Cycling Clubs. It was, as above stated, the meet of the year and one which has long been looked forward to by the enthusiasts of the Pacific coast, for at this meet were to gather the racing cracks from Oregon, Washington, and Northern and Southern California; the one-mile championship of the coast was to be fought out and the California Associated Cycling Clubs' great professional handicap was to be run and the division of the \$250 purse determined.

The crowd during the first part of the afternoon did not number many over 1,000, owing to an attractive baseball game, but later in the day, when the ball game was over, the people began to pour into the grand

stand and before the sport was half over a goodly crowd was watching the progress of the different events.

A Surprise Party.

California was given a great surprise—a surprise that will be remembered by the spectators for many a long day. George Sharick, the Tacoma cyclist and recognized champion of the northwest, was the man who startled the natives, and doubtless the surprise will be as great in Sharick's own home as it is here. To think that this Tacoma lad, comparatively new and green to the game, should journey all the way from Washington and defeat the tried and experienced cracks of California was startling, to say the least, but when it is told that he not only defeated the best of them in the championship, but that he administered a terrible drubbing in the rich handicap, the surprise and admiration for the youngster increases. True, he did not defeat either Ziegler or Kenna, but still those riders, had they competed in the races, would have had to ride as they never did before to pass the new champion. Poor Ziegler will not ride again for a long time. He was too badly hurt in that terrible smash at Seattle, and is now recovering from his injuries at the home of some relatives at Marshfield, Oregon. At the first of the year Kenna announced that he would never compete at a Sunday race meet, out of deference to the wishes of his mother, and he has kept that promise.

Johnny Wing.

A word about Johnny Wing, the hero of the amateur events. Wing took both the races with comparative ease and showed clearly his superiority over the rest of the amateurs, with the possible exception of George Fuller, who rode second to him in the half-mile. There are some who think that had the tape been twenty feet farther on Fuller would have been given the decision, but the tape was

in the right place for Wing and Wing won.

A terrific wind, seldom present in Sacramento, hindered the riders greatly, and as a rule the time was poor, the fastest time of the day being made in the professional handicap, when Sharick rode from scratch in 2:10 $\frac{3}{4}$. The performance of Hardy Downing, of San Jose, in the second heat of the third-mile professional, was noteworthy, his time being :42, a new coast record.

The Coast Championship.

The championship was run off in three heats and the final, with the following qualifications for the latter: Sharick, Elford, Whitman, and Downing, professional, and the following amateurs: Wyman, Deacon, and Mott. The Tacoma boy won the race easily, defeating Downing for first place. Deacon, the amateur, finished third. Time, 2:28.

The professional handicap was really the race of the day and the starters and their allotted handicaps were as follows: Jones, Vaughn, Sharick, scratch; Downing, 35 yards; Whitman, 65 yards; Elford, 85 yards; Palmer, 100 yards; Brereton, 120 yards; Bleuler, 150 yards. It was a race from the start. Jones, of the scratch men, led off and they soon overtook Downing by alternating the pace. The long markers were straining every muscle and nerve in their efforts to keep away from the scratch men. Bleuler was used as pacemaker by the rest of the long-mark men and they lost their chances through this poor forethought. Had they helped the poor Frenchman out a little more they would have managed to beat out their dangerous opponents, as the last lap found the long markers still in front, but Bleuler was tired and the short-mark men came on with a terrific rush. Jones jumped out just after the bell tap, having worked his way through the bunch from fifth position. Sharick was evidently watching

Jones and managed to work through the bunch just behind and in time to take Jones' pace for a while. Jones had started his sprint just a little too soon and was unequal to the task of staying off the Tacoma flyer's terrible rush in the final sprint and he had to content himself with second place, Sharick winning by a wheel's length. Palmer, of Los Angeles, finished in third place, and Dan Whitman finished in the fourth position. The time for the race was 2:10 $\frac{3}{4}$.

A Pretty Finish.

The final of the professional one-third-mile open had four starters, Jones, Sharick, Vaughn, and Downing, representing, singularly enough, four sections of the coast. This race fell to Jones, it being a favorite distance with him, though he won from Vaughn, who made the pace from the start right into the stretch, by a few inches only. Sharick was right on top of Vaughn, making as it did, one of the prettiest finishes of the meet. The time was :45 $\frac{3}{4}$, almost four seconds slower than Downing's time in the second heat, which was reeled off in :42.

The final of the amateur half-mile might as well have been a championship as not, the starters representing the cream of the amateur talent in this part of the state. The starters were Wing, Mott, Fuller, Russ, Leitch, Squires, and Hirsch. Leitch and Russ collided on the first turn, Russ going down, but escaping severe injuries. The finish was the most sensational of the day, the positions during the last eighth changing at least five times. Leitch started the sprint and held the lead for a short distance when Hirsch took the lead, only to be displaced by Fuller; then Hirsch showed for an instant and then Wing, who had been hanging back, made his rush, crossing the tape inches ahead of Fuller, with Hirsch third. The finish was electrifying, to say the least. The sprint made by

Fuller in the last thirty feet was as near akin to flying as possible and yet Wing made the winning. The time was 1:13 $\frac{3}{4}$, slow, but, oh my, what a finish!

Summaries.

One-half-mile open, amateur—Wing, first; Fuller, second; Hirsch, third. Time, 1:13 $\frac{3}{4}$.

One-mile handicap, professional—George Sharick, scratch, first; Allan Jones, scratch, second; W. E. Palmer, 100 yards, third. Time, 2:10 $\frac{3}{4}$.

One-third-mile open, professional—Jones, first; Vaughn, second; Sharick, third. Time, :45 $\frac{3}{4}$.

One-mile, state championship, for professionals and amateurs—Sharick, first; Downing, second; Deacon, third. Time, 2:28.

Two-mile handicap, amateur—Wing, scratch, first; Wyman, 75 yards, second; Thieson, 170 yards, third. Time, 4:56 $\frac{3}{4}$.

S. B. V.

PRESIDENT POTTER RETURNS.

Well Pleased With the Growth of the League—Lesna Sails for France.

New York City, Oct. 4.—President Isaac B. Potter, of the League of American Wheelmen, has returned from Europe with great tales of the good roads and excellent scenery on the other side. He has been absent almost two months, and with his wife visited all the principal places of note on the continent.

While abroad the league's chief executive entered into negotiations with the Touring Club de France, with a view of permitting L. A. W. members to enter France without paying duty on their wheels. No deal was consummated, although arrangements will probably be perfected before next season. He expressed himself as well pleased with the increase in the membership of the league, and stated that after the 100,000 mark was reached the aim should be for 200,000, as every one who rides a wheel should become a member of the big organization.

The Value of Second-Hand Wheels.

According to Justice Aspinall, of Brooklyn, no one is in a position to judge the value of a second-hand wheel except an expert. This rule was definitely established last week

when a lawyer attempted to fix the value of a wheel that had been stolen. It was proved that the wheel was a second-hand one, and his honor refused to allow any one but an expert to decide the value of it. The case went over for a week, when we shall learn who is competent to decide the value of old bicycles.

Lesna Sails for France.

Lucien Lesna and his manager, M. Pognon, sailed for Europe on Saturday, with about \$4,000 of Uncle Sam's good coin. And that, too, after the Frenchman has lost three out of four events in which he started. Under such conditions, is it a wonder that all the foreigners are anxious to visit America? Lesna met three defeats at the hands of Jimmy Michael and defeated Frank Starbuck. And yet he can proceed to the other side with \$4,000. It is merely another instance of the rush for everything that is foreign, for he could hardly compare with some of the riders in this country, who have never had a chance to try the distance game behind the big machines. Starbuck, Johnson, Scott, and any number of good men have had to pay even their own expenses, when racing, while a foreigner who has gained a little fame comes here and has no trouble in having all his own expenses, as well as the salaries of his pacemakers paid. Of course there is no doubt but what Lesna is a good one at the paced game, but there are American riders who are every bit as speedy, but who are not given the opportunity to show it. If these same Americans were given a chance, it is dollars to doughnuts they would make a reputation for the wheel and tires which they rode that would be lasting and would stand by the people who helped. It is a question, in the minds of many, whether the money that was spent on Lesna was worth the candle, as he has now gone and

everything in connection with him will soon be forgotten.

The Manhattan Track.

The Manhattan Beach bicycle track has been closed for the season, and that, too, without a record of any note to its credit. Michael was the only man who was able to face the "ocean breezes" in record time, and he can hardly be classed with the average rider of today, for he is too far above them. So that New York's bicycle track, one of the finest in the country, has but few records of note to its credit. It is well known that a record is almost an impossibility on that track with the heavy wind blowing, but this could have been otherwise had the owners been willing to make a few improvements. What was most needed was a bleacher on the south end, which would not only accommodate the people who crowded the infield to the detriment of the racing, but would also shield the track from the ocean breezes, which have killed the speed of many of the sprinters. The promise has been made that such a bleacher would be erected next year, and it is hoped that the promise will be carried out, for with such protection for the track, New Yorkers will doubtless be able to boast of a few records in the cycle racing game.

AL. REEVES.

THE NORTH ROAD TWENTY-FOUR.

After a Weary Mud Plug, Gould Wins the Historic Event—Cordang Returns to France.

London, Sept. 25—That classic road event, the North Road twenty-four hours, took place last Friday over the usual course, north of Hitchin. Ten of these memorable struggles, whose origin far predates the period of all-day grinds upon a track, were held on the road before public feeling and police activity compelled their transfer to Wood Green track for two seasons. How "Doctor" Carlisle

fought the elements and survived to win the first on the artificial locale, and how Huret killed the field in the first half of the second, and, after dallying, gained an inglorious victory, will be within the memory of American readers. This year it was decided to replace the contest, limited for the first time to members, upon the road. Great secrecy was observed as to the date and arrangements—indeed, news of the result did not reach Londoners till over two days after the finish.

There were eight starters, including E. Gould, holder of the 100-kilometer world's championship; F. R. Goodwin, of Cuca fame; Hooydonk, T. G. King, Jr., F. Ormsby Cooke, and W. M. Crosbie. Unfortunately, the weather, which had been so propitious for Holbein's illfated jaunt and Cordang's triumphant journey, suddenly gave out, and the hardy North Roaders were treated to rain, storms, and muddy roads all round the clock. Most of the leaders successively punctured, some lost their way, and one ran a muck into a traveling menagerie and wrecked his machine. Goodwin, after falling to the rear through a puncture, led again in the morning, but was overtaken by Gould, whereupon the Cuca hero, finding record utterly beyond his grasp, gave up in the thirteenth hour. Ultimately, Gould rode through a winner with a score of 340 miles, while Crosbie, a steady plugger, came in second with 315 miles to his credit. The condition of the men is described by Bidlake, who was timing, as dismal in the extreme. The procession, he writes, of two indescribably dirty mud grinders, an hour apart, surrounded by other filthy pals, gladdened the eyes of the small boys of the towns en route. Altogether the amateurs may be admitted to have fairly earned their medals.

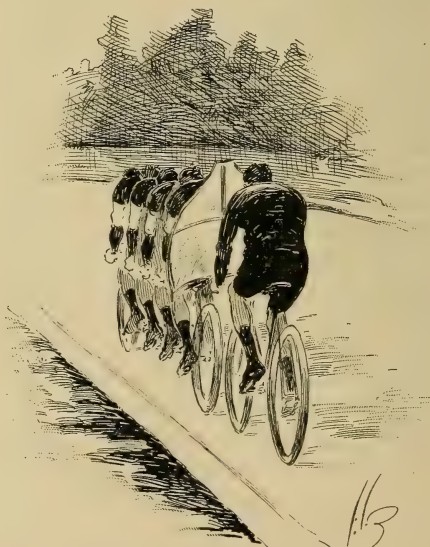
Holbein's Accident.

Since I last wrote, Holbein's frac-

tured thigh bone has been successfully set by an experienced London surgeon. Well cared for, and frequently visited by his friends, Holbein lies at the Wisbeck hotel, whither he was conveyed after his accident by the very cart which was its indirect cause. In several weeks he hopes to be about again, but it is doubtful if this serious smash will not put a period to his further attacks on Father Time. Meanwhile he maintains a most cheerful spirit and treats his injury very lightly. The full particulars of the accident now to hand make it clear that Holbein would have escaped serious hurt from the mere fall after touching the rear wheel of the pacing motor tricycle had not Edwards and Walters, who were behind on a tandem, ridden over him while his leg was in a bent position. No blame, however, can be attached to any one.

About Cordang.

Cordang, who suffered no effects worth speaking of from his great ride, returned to Paris early this week. Before doing so, he visited the Palace track and presented each of his forty pacers with a sovereign,



Cordang's wind shield.

in recognition of their assistance. In Paris the Dutchman is the hero of the hour and it is earnestly hoped that he may retain his marvelous form over the winter, as Huret will not meet him until next season. The Frenchman has announced his determination to wipe out all Cordang's records and to cram the 1,000 kilometers into twenty-four hours before he races his powerful opponent. Huret's object is to recover the records, against time, in case of his not being able to do so in competition with Cordang. In his attack on the records Huret will not use motor pacing, but will avail himself of the wind shields which played so important a part in his own, and the Dutchman's, recent rides. In the match with Cordang, however, the shields will be discarded.

The Catford Club's fifty-mile championship was the only contest in London of any interest on Saturday. This fact was due to the recent canceling of the Cuca race, for which other fixtures had been set aside. So wretchedly rainy and cold was the weather, however, that Cherry, Burand, and three others in the race under notice declined to proceed after twenty-one miles, and the fixture had to be abandoned to another date.

The Channel Islands' Pot Hunt.

The Channel Islands' party returned to London on Saturday after a most successful racing trip, laden with the spoils of victory. Both at Jersey and Guernsey (where a new track was opened) the metropolitans were most successful. Out of nine open cycle races, with 202 entries and 27 prizes, the Englishmen provided 118 entries and took 22 prizes. The week's trip, favored with delightful weather, proved a pleasant outing. Lickfold and Ellis were prominent among the prize winners.

New Tandem Record.

At Putney track on Thursday, F. G. Lewin and F. Albone beat the ama-

teur tandem records from eleven to fourteen miles. The times, taken by E. A. Powell, were as follows:

		Previous bests.		Holders.
Mls.	Time.	Time.		
11.....	23:24%	24:04%	Weatherley and Rosser	
12.....	25:36%	26:40%	Weatherley and Rosser	
13.....	27:44%	28:32%	Weatherley and Rosser	
14.....	29:51%	30:45%	Weatherley and Rosser	

Road Racing Doomed.

While it is gratifying to note that the persecution of individual riders by policemen, on unsupported charges of furious riding, appears to be dwindling rapidly, there is every likelihood that organized road racing will be stamped out throughout the country. At Bourne (Lincolnshire) sessions on Thursday, the superintendent of police stated in court that, owing to the large number of cycling accidents, it was the intention of the police to take proceedings against all cyclists for furious riding.

The chairman of the bench assured the police they would have the support of the magistrates, the frightful accident which had occurred this season rendering such steps imperative. I assume the "frightful accident" is an allusion to Holbein's misfortune. Anyhow, the magisterial declaration is of importance, as the North Road Club's races are run through this district, and it is the intention of the police to put a stop to these and other races. Hitherto the N. C. U. has not gone further than to ignore all club road racing carried on sub rosa. Of course, open road racing, when the contests were advertised beforehand in the papers, was put down by the union years ago. Now, I hear, a proposal is to be made to the council of the union to give powers for suspension of any club holding a road race. In the early '90's, twenty miles an hour was occasionally dangerous, but nowadays, with multiplet or motor pacing, the speed has grown to nearer thirty than twenty over the sand-papered levels of the fen district. The time has arrived when consideration for

the public safety demands some action on the part of the authorities.

A Champion Arrested.

J. Killachy, the prominent Scottish champion, was before the court at Aberdeen on Tuesday, with half a dozen lesser luminaries of sport, charged with having ridden furiously in a road race. Sheriff Brown, who gave a decision in the case, is an enthusiastic cyclist and a vice-president of the Scottish Cyclists' Union. He held that riding a bicycle, which was a carriage, at a pace of fourteen or fifteen miles an hour, was not an offense per se, in the absence of proof showing that the public safety had been actually endangered, and he found the charge unproven accordingly. The S. C. U., I may add, takes no cognizance of road racing.

The Birmingham Parade.

The Birmingham cycle parade was held most successfully last week. As a spectacle this annual fixture improves in quality, competition in novelties being stimulated by the offer of separate prizes for the best fancy, novel, and grotesque costumes, decorated machines, illuminated machines, etc., ladies and children not being left out. The Cycle Components C. C. scored very heavily. Its detachment numbered 141, and the general design was that of a naval brigade, the members wearing sailor costumes. Naturally, thousands of spectators lined the route of the procession and a sum of money was collected for the hospitals.

News Items.

Lobster lunches seem to have been a strong feature in the Channel Islands' trip.

The new Stanley clubhouse will be complete and occupied before the show.

The mysterious mile-a-minute gear from Wales has been tried, and a mile occupied nearly 2:30.

The 100-mile road record in Ireland

has been broken by R. W. Stevens in 5:36:11.

C. W. Shafer, on Tuesday, lowered the fifty-mile road record over the Anfield (Liverpool) course by seven minutes, one second, his time being 1:57:45.

Reigate is said to be quite deserted by cyclists, and threatening warnings are posted all over the place.

The Godstone neighborhood is picketed on Sundays by Croydon wheelmen, who devote themselves unselfishly to shadowing the police and detectives. As a consequence of this vigilance no arrests for furious riding have been made of late.

C. W. HARTUNG.

CHASE VS. LINTON.

The Englishman Wins a Most Exciting Struggle at Paris—Jacquelin Returns to the Track.

Paris, Sept. 24.—The sensational match events continue to attract enormous crowds. The announcement that a fifty-mile race between Chase and Linton was to take place last Sunday at the Auteuil track, kept the public in a state of excited interest during the whole week. In his match with Champion the previous Sunday, at the Seine track, Chase had proved that the reputation he enjoys on the other side of the channel as a middle-distance crack had not been overrated in the least and people were anxious to see how he would come out of a fight with the popular and fast rider, Tom Linton.

Chase Won by Four Laps.

Chase licked the Welshman by four laps, and appropriated to himself all the kilometer records between the sixty and seventy-kilometer marks. His time for the fifty miles was 1:39:03 $\frac{1}{2}$, which is extremely fast and approaches very closely the world's record for that distance, held by Walters, in 1:38:31 $\frac{1}{2}$.

The Englishman's style of riding,

and the ease with which he appeared to follow pace, were greatly admired. At the outset of the race he suffered considerably from a stitch in the side which he attributed to the cold. Linton took advantage of his opponent's trouble to "pile it on thick," with the result that when the twenty-fifth kilometer was reached he had nearly gained a lap (666 meters) on Chase. From this point, however, a change occurred, and amid a roar of applause Chase commenced, slowly but surely, to make up the lost ground, while Linton strained every nerve and muscle in his body to retain his advantage. The struggle which ensued was long and fierce.

A Fierce Fight.

Despite all his efforts, Linton was caught up to at the fortieth kilometer. The men were once more on level terms and things were kept lively for the next ten kilometers, first one and then the other trying runaway tactics. Finally Chase rushed to the front, and in a long effort, he managed to part company with Linton. This finished the race, for shortly afterward, the Welsh crack, who had for some time been "lolling his tongue," went all to pieces and Chase took four laps on him during the next thirty kilometers.

The meeting opened with an amateur scratch event in which some twenty members took part. Hatte, an old-timer, won the event in a style which would indicate that he has almost recovered his splendid form of last season.

A telegram from Berlin to the *Vélo* says that the Grand Prix de Berlin resulted in a clever win for Bourrillon. The event took place in presence of an enormous crowd. The weather was cloudy, but dry. For want of room in the stands, several hundred people were admitted to the inclosure. This arrangement obstructed the view of those occupying the seats all along the backstretch,

and some "loud" language on the part of the victims was the result.

Bourrillon Wins Another Grand Prix.

The semi-finals resulted in wins for all the favorites, and Kaeser awarded himself the consolation heat. The final went to Bourrillon, who crossed the tape in a magnificent sprint, three lengths ahead of Lehr, Kaeser, Arend, and Parlby, who finished in the order named. The French rider rode a splendid race. His powerful jump left his opponents standing. Completely discouraged at the big streak of daylight which separated him from Bourrillon, Arend ceased pushing, guessing that it would be useless, and allowed Kaeser to steal the second place from him.

Parlby's defeat seemed to be far from regular. The English sprinter was crossed by Kaeser and had to sit up to avoid a spill. Bourrillon was given a splendid ovation. Round after round of applause greeted him as he returned to dressing quarters. A beautiful scarf, embroidered, and a medal were offered to him by the *Lokat-Anzeiger*. The gate amounted to over 62,000 francs, and the organizers are said to have netted about 45,000 francs.

Cordang in Paris.

Cordang, the Flying Dutchman, and the latest hero in cycledom, is back in Paris. The new twenty-four-hour record man, is looking exceedingly well, and his features bear no trace of the phenomenal ride accomplished by him. He says he is ready to meet Huret in a twenty-four-hour race whenever the French stayer likes. He leaves choice of track, date, and the fixing of the stakes to his opponent. Judging from a letter from Huret published in yesterday's edition of the *Vélo*, Huret is not very anxious to try conclusions with the Dutchman. He says that before he can ride against Cordang he feels he must first lower the Dutchman's record. They could then meet on equal

terms, and the man that came victorious out of the struggle would gain the indisputable right to the title of champion of the world.

Jacquelin Out of the Army.

Jacquelin has finished his military service and is once more a civilian. He returned to Paris last Tuesday morning, and the same afternoon he was seen at the Auteuil track putting in some hard work behind the big pacing teams. He has already signed two contracts with the Auteuil management, one to race Huret over a distance of fifty kilometers, and the other to meet his old rival Morin in a best two out of three match in a 2,000-meter race. J. H. COLEMAN.

THE INDOOR KING WINS.

He Defeats Repine, Baker, and Walthour in the Match Series at Atlanta—Winesett and Mate Defeat Walthour Brothers.

Atlanta, Ga., Sept. 30.—The four-cornered match race between Conn Baker, Bert Repine, Jay Eaton, and Bob Walthour attracted a large and very enthusiastic crowd. All of the contestants were favorites of this city and each was cheered loudly as he appeared on the track. The races were the most exciting and the fastest ever seen on this track, the competition track record of 2:03 $\frac{3}{4}$ being lowered to 2:03 in the first heat by Jay Eaton. The race was run in six heats of one mile each, as follows: Eaton vs. Repine, Walthour vs. Baker, Repine vs. Walthour, Eaton vs. Baker, Repine vs. Baker, and Walthour vs. Eaton.

All the six heats were paced by a tandem ridden by Foote and Tatum, the official pacemakers, and they did the prettiest work ever seen in the south.

Eaton Crawls Away From Repine.

The first heat, between Repine and Eaton, was the fastest on the programme and was also a very pretty one. Eaton had the pole but Repine

caught the tandem and stuck close to it, and on the bell lap started a terrific sprint. Eaton gradually crawled up and passed him, finishing about a wheel length ahead. Time, 2:03.

The second heat, between Baker and Walthour, was an easy win for Bob in 2:05 $\frac{1}{4}$.

The third heat was a very interesting one, as both Walthour and Repine are great favorites and it had been a disputed question as to which was the better man of the two, and it can hardly be said that it is a settled question yet, but it was one of the prettiest races of the evening. Walthour had the pole and caught the tandem in the shove-off, Repine trailing him. It could easily be seen that the men were watching each other closely. On the bell lap Repine came out from behind like a shot and Walthour caught on. Repine could not hold the turn and ran wide, Walthour coming in on the pole and beating him by about twenty inches. Time, 2:04 $\frac{3}{4}$.

The fourth heat was an easy win for Eaton, Baker appearing to be in poorer condition than the others, but he rode very game races all the way through.

In the fifth heat Baker was left again, Repine winning by a wheel length in 2:19 $\frac{4}{5}$. In this race the shove-off was slow and the tandem ran away from the contestants, who made no effort to catch it until the end of the third lap.

"Indoor King" Gets the Final.

The sixth heat was the best one of the evening and more interest was taken in it than in any other. When Eaton and Walthour appeared the crowd cheered loudly for both, and each had a look of determination. In the toss-up, Walthour got the pole. He also caught the tandem, Eaton not seeming anxious to secure the pace. They rode a very fast race and at the end of four and a half laps they left the tandem and

began to work for position. Eaton led out with a terrific sprint as they entered the homestretch on the fifth lap and was a wheel length ahead of Walthour, but on the backstretch Walthour began slowly to come up and it looked like either's race. Walthour came up to Eaton's side and stuck, the two entering the homestretch neck and neck. Then Eaton pulled up a little on Walthour and crossed the tape about fifteen inches ahead. Time, 2:08 $\frac{3}{4}$. This decided the race, and the cheering was deafening and lasted about ten minutes, the crowd almost going wild for a while. The race, counted on points, each heat counting one point for the winner, resulted as follows:

Eaton, 3; Walthour, 2; Repine, 1; Baker, 0.

There was also a tandem match race between Eli Winesett and Frank Steinhauer on one machine, and the Walthour brothers, (Russell and Jim) on the other. This race was for the best two in three heats, one, two, and three miles, and was the first tandem match race ever seen in this city. In the first heat, Winesett and Steinhauer were running away from the Walthours, when just as they entered the homestretch on the third lap, their rear tire exploded, compelling them to quit the race. The Walthours finished the mile in 2:05.

In the second heat the Walthours would not set any of the pace and consequently it was somewhat slow. On the third lap of the second mile they made a sneak and got fully fifty yards on Winesett and Steinhauer before they realized it. From there on it was a pretty race, Winesett and Steinhauer slowly gaining on the Walthours. Entering the homestretch they were side by side but Winesett and Steinhauer finished about a yard to the good. Time, 4:37.

Each team having won one heat the running of the third heat of three miles was necessitated. In this they

were compelled to exchange pace, each team taking a half-mile alternatively. Winesett and Steinhauer won easily in 7:17.

Summaries.

Four-cornered match race—Jay Eaton, 3 points, first; Bob Walthour, 2 points, second; Bert Repine, 1 point, third; Conn Baker, 0 points, fourth.

Tandem match race; first heat—Walthour brothers, first; Winesett and Steinhauer, second. Time, 2:05.

Second heat—Winesett, and Steinhauer, first; Walthour brothers, second. Time, 4:37.

Third heat—Winesett and Steinhauer, first; Walthour brothers, second. Time, 7:17.

P. D. W.

LATE AUSTRALIAN NEWS.

Melbourne, Australia, Aug. 27.—W. Martin has arrived in Sydney from Noumea, New Caledonia, where he has been recruiting his health after a very severe racing season. Last season he won about \$12,000 in prizes and in match races, but toward the end of the season his medical advisers told him to take a good rest, and he went to Noumea. While there, the irrepressible "Bill" rode a match race with two Frenchmen for fifty miles, each Frenchman riding twenty-five miles. Martin won and pocketed the \$500 stakes, beside winning innumerable bets. As soon as he landed in Sydney he raced at the Sydney race meet but was unsuccessful.

The League of Victorian Wheelmen is instituting the brassard competition, after the French idea. The first winner of the competition gets \$35 per week for a year—that is, if he is not defeated by a challenger, in which case his successful rival gets the \$35. The holder of the brassard is liable to be challenged one week after he has won the competition. The distances are one, five, and ten miles.

The racing season is just now opening and all the training tracks present a very animated appearance. Walker, Middleton, Martin, Porta, Megson, Payne, and all the other cracks are on the tracks night and morning.

The road championships of Victoria have just been run off, Green, the Englishman, winning the twenty-five-mile and Middleton the fifty-mile event. The Scott-Morton road race (so named after the donors of the trophies) will be run next month (September). The distance is about 200 miles and the race should be a good contest between Carpenter, who won last year, and Green, and Middleton. The course is a very hard one because of the bad roads and high hills.

Australia now offers the largest bicycle prizes in the world. The Australian Natives' Association wheel race is for \$3,750 and the Austral wheel race is for \$3,250.

It is quite likely that next year America will be visited by some of the Australian champions. Megson, Payne, and Lewis, it is said, are now in communication with American manufacturers, and if satisfactory arrangements are made, the Antipodeans will compete with the Yankees on American soil.

One of the most hazardous rides ever undertaken by man is now being performed on bicycles by J. G. Coleman, representing the Australian Cyclist, and A. Mather, representing Dunlop tires. The journey is from the gulf of Carpentaria, the extreme north of Australia, to Adelaide. The riders not only have deserts and other natural difficulties to overcome, but fierce savages inhabit the interior of the continent. Civilized man has never put foot in these desolate places, and should the mission of the explorers be successful the knowledge derived therefrom may be invaluable to the country.

P. COHEN.

ANOTHER CYCLE PATH AGITATION.

Minneapolis, Minn., Oct. 4.—At last Minneapolis wheelmen have become aroused to the need of cycle paths, and from all appearances the arousing is complete and effectual.

A few evenings ago, after a talk with the president of the St. Paul Cycle Path Association, a few prominent Minneapolis wheelmen got together and issued a call to all wheelmen of the city to meet at the rooms of the Commercial Club and organize, first, a Minneapolis bicycle club, and, second, a Minneapolis cycle path association. The result was that last Friday evening 100 of the leading professional and business men of the city, who are devotees of the wheel, gathered and decided upon an organization to be known as the Minneapolis Cycle Path Association, with the following as permanent officers: President, W. J. Hahn; vice-president, Prof. T. B. Lee; secretary, Frank H. Wadsworth; treasurer, H. N. H. Thayer; executive committee, Dr. C. H. Hunter, John H. Peacock, and W. H. Curtis. A committee to draft a constitution was also appointed.

The men elected as officers of the association are wheelmen, who find a deal of enjoyment in their evening spins and want to get the most enjoyment out of the sport possible, and they believe that with her natural advantages and a proper system of cycle paths, Minneapolis will become one of the greatest cycle centers in the world.

Of course the dealers are enthusiastic and are going into the matter with all of the cash they can spare. It means business to them. They appreciate the fact, and are doing the handsome thing all around.

The paths will be built as those of St. Paul were—under the direction of the city engineer, and will be built on the most approved lines. It is expected that a good beginning will be made yet this fall. The \$4,000 asked by the city council of the board of tax levy will doubtless be granted, as all of the board are ready to admit the necessity of making some concessions to the 30,000 wheelmen of

Minneapolis. The rather novel plan of admitting ladies to the association was agreed upon. W. P. K.

THE NEW ENGLAND CIRCUIT.

Springfield, Mass., Oct. 4.—Interest is increasing in the New England circuit, the races last week being the best seen yet. At Hillsboro Bridge, N. H., Monday, John S. Johnson, of Worcester, won two firsts. E. M. Blake, the fast Keene (N. H.) rider, was injured in the mile handicap and obliged to abandon the circuit for the rest of the week. The summaries:

One-mile open, amateur—John S. Johnson, first; Victor Eckberg, second; F. M. Fisk, third. Time, 2:20.

Half-mile open, amateur—J. H. Ingraham, first; James Clark, second; E. M. Blake, third. Time, 1:13½.

One-mile handicap, amateur—Johnson, scratch, first; Clark, 25 yards, second; Ingraham, 35 yards, third. Time, 2:22½.

At Haverhill.

Wednesday, wheelmen's day at Haverhill, Mass, was the occasion of the best bicycle racing ever witnessed in that city. Hills, of Providence, broke the track record making a mile in 2:00½. Eckberg, who heads the list on the New England circuit, did not show up to advantage. The summaries:

One-mile open, 2:50 class—J. J. McKinnon, first; W. T. Swain, Jr., second; Frank Conway, third. Time, 2:34½.

Half-mile handicap—James Clark, first; Lewis, second; Curtis Greenwood, third. Time, 1:01½.

One-mile lap race—Johnson, 8 points, first; Hills, 5 points, second; Ingraham, 4 points, third. Time, 2:24½.

A strong wind resulted in poor time in the fifteen-mile road race which was won by H. E. Magoon. Swain captured time prize. Kent, who took second time prize, rode a considerable distance without handlebars. The first ten men to finish:

Po.	Name.	Hdep.	Time.
1—	H. E. Magoon	3:00	46:12
2—	Edward Herring	3:00	46:17
3—	W. T. Swain, Jr.	1:30	45:04
4—	F. N. Conway	1:30	45:25
5—	E. P. Kent	:40	45:10
6—	D. B. Dudley	:40	45:12
7—	W. B. Thompson	:40	45:13
8—	E. O. Peabody	:40	45:19
9—	R. Urquhart	:20	45:41
10—	O. W. Smith	scratch	45:22

At Nashua.

The time made at the Nashua

(N. H.) Driving park Thursday was, as a whole, the fastest ever seen in Nashua. Eckberg, Johnson, and Hills each captured a first. The summaries:

One-mile, 2:40 class—Eckberg, first; Swain, second; Woods, third. Time, 2:33.

Half-mile open—Johnson, first; Hills, second; Eckberg, third. Time, 1:12½.

One-mile handicap open, amateur—Hills, scratch, first; Clark, 20 yards, second; Swain, 80 yards, third. Time, 2:16½.

One-mile handicap, professional—H. P. Mosher, 150 yards, first; W. B. Sherer, 80 yards, second; H. A. Adams, scratch, third. Time, 2:09½.

E. W. PENFIELD.

CINCINNATI AFFAIRS.

Cincinnati, Ohio, Oct. 4.—The Woman's Club, of Covington, at a meeting held last week, indorsed the action of the wheelmen in attempting to obtain the flushing of the streets. The ladies also decided to render them all the assistance in their power and strike for clean streets. It was the opinion of the members that clean streets and clean homes went hand in hand, and they as housewives should do all in their power to obtain clean streets. This club will be of great benefit to the wheelmen in the fight which is sure to occur between them and the street sprinklers at the coming fall election.

Chief-Consul Kempton, of the Ohio division, called a meeting of the local consuls last Wednesday evening for the purpose of forming a consulate similar to that formed in New York. Mr. Kempton presided and the consulate was formed. He also read a communication from Secretary Abbot Bassett in which the latter complimented Mr. Kempton on his zeal in organizing league clubs. Ohio is now third in the number of league clubs and is pressing Pennsylvania for second. New York is first.

The many accidents which have attended wheelmen strange to the locality of southern Ohio has caused the Ohio division to erect warning signs at the head of the dangerous hills. There are many hills of this class in this vicinity, that abound in

short and sudden turns. Last season a wheelman was instantly killed, and this season two accidents resulted fatally. There have also been many minor accidents in which wheels were broken and riders bruised. The league signs to be erected will contain a description of the hill and warn the wheelmen not to coast. It will also doubtless prove to be quite an advertisement for the L. A. W.

C. F. W.

"KING BILL" IN EVIDENCE.

Denver, Colo., Oct. 2.—Several good races were seen at the race meet at D. W. C. park this afternoon. The most interesting event on the programme was the successful attempt of C. V. Dasey to lower the five-mile paced amateur record. Dasey has been in training for this record nearly all this season. The conditions were favorable and the pacemaking good, resulting in the lowering of the record $22\frac{1}{2}$ seconds. Dasey was paced by a quint and a triplet, and the pickups were the prettiest in that line that have ever been seen on the D. W. C. track. The former record for the distance was 10:17, and Dasey rode it in 9:54 $\frac{1}{2}$.

In the match races between Hughes and "Brer" A. L. Hachenberger, Hughes proved that he rode in an entirely different class from his opponent. The races were distances of one, two, and ten miles. Hughes won the one and ten-mile races without exerting himself, and the two-mile race was a farce, as it was plain to everybody in the place that Hughes gave the race to his opponent. The mile was ridden in 2:11 $\frac{1}{2}$, the ten miles in 29:02, and the two miles in 5:00 flat.

In the match between Joe Heil and Stephen McGinnity, the deaf mute, everything went Heil's way and he easily carried off the match. McGinnity has been training on a very high gear, which resulted in fast time

when the wind did not blow, but today there was a stiff breeze and the high gear killed the dummy. The one-mile race was ridden in 2:13 $\frac{1}{2}$ and in the five-mile race, which was the next, McGinnity quit and Heil won in 12:28 $\frac{1}{2}$. McGinnity would not ride the third race.

In the one-mile novice paced race, Robertson won riding the distance in 1:59, which is claimed as a world's record.

E. A. B.

ANOTHER RECORD FOR DASEY.

Denver, Colo., Oct. 5.—Before the relay race today E. W. Swanbrough and Amos Hughes lowered the world's mile professional tandem record from 1:53 $\frac{3}{4}$ to 1:51 $\frac{1}{2}$. After the race C. V. Dasey, paced by quint and triplet, lowered the world's amateur record for two miles from 3:50 $\frac{1}{2}$ to 3:47 $\frac{1}{2}$.

The first event of the general programme of entertainment for the festival of mountain and plain was the fifty-mile relay race, in which the Denver Wheel Club challenged the world. There were ten men in each team, one team being chosen from the membership of the Denver club and the other from the amateur riders of the state. The latter won the race by about one-sixth mile. The time of the state team was 2:22:38.

E. A. B.

A NEW YORK CONTEST.

New York City, Oct. 4.—Races "down hill" are growing in favor in the metropolitan district, as shown by the big entry list and large crowd which were at the coasting contest of the Brooklyn Bicycle Club on Saturday. The affair took place over the Seventy-ninth street hill in Brooklyn, and the cold, penetrating wind and heavy roadway were hardly good conditions for the contest. The winner was the man who made the best average in the number of coasts necessary to wipe out the heats and semi-finals, and J. C. Whittlesey, of the home

club, evolved the victor with an average coast of 3 392 feet, 8½ inches. W. A. Shockley, of the Boston A. A. was second with 3,381 feet, while R. A. Greene, of the New York Athletic Club, took third prize with 3,348 feet and 6 inches. The club prize was won by the representatives of the New York Athletic Club, for having the largest combined coast, and S. D. French, of the Brooklyn Bicycle Club, captured the novice prize with a score of 3,250 feet, 6 inches.

The lightweights were allowed to carry sufficient additional weight to come up to 200 pounds, and they were not slow to take advantage of it. Bags of shot, iron weights, and other heavy articles were carried, but as the winner was rather a lightweight and carried nothing to increase it, the idea that a heavy weight will carry you down the hill faster and farther appears to have a failing

AL REEVES.

AFTER LENZ'S MURDERERS.

Washington, D. C., Sept. 30.—The United States minister at Constantinople has cabled the State Department that the judgment in the case of Frank Lenz, the American cyclist who was killed in Armenia two years ago while making a tour of the world, has been reversed and a new trial ordered. It will be remembered that some time ago Moostoe Niseh, a Kurdish chieftain, and five members of his tribe were arrested for the murder of Lenz and were confined in a prison at Erzeroum. They managed to escape, but were tried by default, and were acquitted on the ground that, being absent, they could not be punished if convicted.

Lenz's mother has put in a claim for \$40,000 indemnity for the murder of her son, and the United States minister at Constantinople has been instructed to press the claim. The ground on which the claim is based is that the Turkish government

failed to provide adequate protection to Lenz while passing through Turkish domains, and it is further alleged in support of the claim that the local Turkish officials were guilty of gross carelessness, if not conspiracy, in connection with the violent death of Lenz.

H. G. W.

CLEVELAND LOSES.

Cleveland, Ohio, Oct. 2.—The third annual Cleveland-Pittsburg road race has gone into history, and Cleveland must this time play second fiddle, besides being content with being a suburb of Collinwood. At 7.30 this morning the race was started from the corner of Euclid avenue and Public Square. Seventy-six men lined up for the contest. These men represented teams of three each, from Pittsburg, Allegheny, Wilkesburg, Irwin, and Homestead, Pa., Buffalo, and Tonawanda, N. Y., and Cleveland, Oran, Akron, and Collinwood, Ohio. The rest were individual riders after place prizes, and incidentally, glory. A crowd of fully 10,000 people saw the start and it was with difficulty that the police succeeded in clearing a space large enough to admit the passage of the riders. As the contestants lined up for the start they made a picturesque appearance with their many colored racing suits, flanked as they were by hundreds of pretty girls in bright dresses. C. G. Keenan, of the Pittsburg Press, was master of ceremonies, and was assisted by Superintendent of Police Leslie, of Pittsburg, representing Mayor Ford, of that city; Teddy Roberts, representing Mayor McKisson, of Cleveland, and Chief-Consul Boyle, of the Pennsylvania division, L. A. W., who was official referee.

The Akron team led the procession out Euclid avenue, closely followed by Pittsburg, Buffalo, and the local team, James Crawford, Ed Merkel, and J. R. Fitzsimmons, in the order

named. The course through the city was Euclid to Willson, to Kinsman, and thence to Warrensville and Chagrin Falls, the first checking station. Upward of a dozen riders were either delayed or thrown out of the race at the summit of Kinsman street hill by punctures. Some evil-minded person had sprinkled tacks plentifully in the roadway.

The local team was ahead at Warrensville and hopes of winning the third cup ran high; only to be dashed to earth again a little later by the news that Crawford, who was considered the strongest rider on the team, had fallen near Chagrin Falls and dislocated his hip. As the race progressed good news was received from the remaining members of the team and it was hoped that they would finish first and second, and perhaps win out on points as the local team did two years ago with two men. The lead was held until after Sewickley was passed, only twelve miles from the goal, when both punctured and the historical dark horse made his appearance in the person of W. C. Emerick, of Collinwood, who passed the leaders and won first place in 9:05:10. Aber, of Pittsburg, came second, 9:06:00, and then Merkel. Fitzsimmons succeeded in getting seventh place. All three of the Pittsburg team got in under the time limit of eleven hours, scoring 88 points, and leaving Cleveland second (two men) with 61 points.

The wonderful ride made by Emerick is well worthy of special mention. At Warren he was nearly half an hour behind the leaders, and was entirely lost sight of as a possibility, and yet he finished over four minutes ahead of his nearest competitor, running in from the bridge, where he got a fall, leaving his wheel where it lay. This may disqualify him, as he has been protested, but probably not, as there was no rule that prohibited walking or running

when the rider so desired. The secret of his renewed strength is probably in the fact of his stopping for a meal and rub-down at Youngstown while the leaders pushed on without either.

W. H. C.

THE M. & W. MEET.

Chicago, Oct. 2.—The anniversary meet of the Morgan & Wright Cycling Club at Garfield park today was a success, there being over 10,000 people present. C. W. Miller created a new 100-mile unpaced record, doing the century in 4:59:27%. Earl W. Peabody, of the Chicago Cycling Club, broke the amateur state record of 1:55, riding in 1:51%. James Bowler broke the state professional mark, lowering it to 1:40%. He would have broken McDuffie's record if there had not been a slip in the pacemaking. As it was, the quad built by G. A. Phillips and manned by Phillips, Van Herik, Bradis, and Bainbridge took Bowler the entire distance.

Summaries.

One-mile open, amateur—E. W. Peabody, first; S. B. Seace, second; T. Greig, third. Time, 2:40.

Two-mile team race—Englewood Wheelmen, 32 points, first; Illinois C. C., 30 points, second. G. H. Meiser won a gold medal for winning the fastest heat.

One-mile open, professional—W. De Cardy, first; J. Fisher, second; I. Gustavson, third. Time, 2:15.

Three-mile handicap, amateur—G. Mehroholz, 300 yards, first; J. Newkirk, 240 yards, second; A. Hempling, third. Time, 7:05%.

Two-mile handicap, professional—G. A. Phillips, 100 yards, and W. De Cardy, scratch, tie for first; Frank Wing, 165 yards, third. Time, 4:26.

One-mile, M. & W. handicap—F. M. Steubing, 130 yards, first; F. B. Magaw, 150 yards, second; J. Wiggenshauser, 40 yards, third. Time, 2:26%.

C. G. S.

THE CIRCUIT AT PEORIA.

Peoria, Ill., Oct. 6.—Grand weather was granted the Peoria Bicycle Club for the first day of the National circuit meet in this city. The track was very poor, the pole only being good and falls were consequently frequent. While the racing lacked the splendor of former days in this historic town, it was nevertheless good sport from the start to the finish.

The professional quarter-mile open

today had for a prize a registered bull dog, Thomas Webb, by name, and the professionals who arrived in this city today in their special train wanted the dog for a mascot. Gardiner, of Chicago, came down from the Garden City and took the dog back with him after a fine battle in which he opened two lengths on Harry Marsh, who defeated Cooper by half a length. Those great quarter-milers, Brown and Randall, failed to qualify through an inability to get round the field in the soft going. Hadfield had a bad fall in the first heat.

Peabody, of Chicago, started four times today and gained two firsts, placing his score at 74 for the season, and easily within sight of the 103 firsts by Zimmerman in '93. Peabody failed to qualify in the half-mile open and through falls in the mile open gained nothing. In the handicap the back-mark men failed to aid him and he gained but a third.

Dr. Brown won the professional two-mile handicap with a quarter-mile sprint. Mertens and Nat Butler started from scratch and Butler gained third.

The mile open was a wild scramble with special prizes at each quarter and a half dozen men fighting for positions. Steenson made the run for the first quarter and gained it by hard pushing. Fisher made the going to the half and won out with two men pushing him hard, and the field scattered fifty yards back.

Coleman, closely followed by Cooper, jumped away for the third quarter, gaining that. Cooper then came away for the front with Nat Butler pushing him close and fighting all the way to make up an open length lead which Cooper had gained. Gardiner was third into the stretch and third at the finish, closing a matter of twenty-five yards on Butler

and finishing a close third. Mertens, Kimble, and Coleman ran in order, and the rest quit. The time was 2:09 $\frac{3}{4}$, the fastest mile in competition ever made in Peoria, and probably the fastest unpaced mile race.

Summaries.

One-mile open, professional—Cooper, first; Nat Butler, second; Gardiner, third; Mertens, fourth. Time, 2:09 $\frac{3}{4}$.

Half-mile open, amateur—Hattersley, first; Benjamin, second; Porter, third. Time, 1:21.

One-mile open, amateur—Morse, first; Porter, second; Van de Sande, third; Peabody, fourth. Time, 2:21 $\frac{1}{2}$.

Two-mile lap race, amateur—Peabody, 10 points, first; Porter, 6 points, second; Hattersley, 5 points, third. Time, 5:05 $\frac{1}{2}$.

Quarter-mile open, professional—Gardiner, first; Marsh, second; Cooper, third; Kimble, fourth. Time, :33 $\frac{3}{4}$.

One-mile handicap, amateur—Benjamin, 135 yards, first; Baker, 125 yards, second; Peabody, scratch, third. Time, 2:12 $\frac{1}{2}$.

Two-mile handicap, professional—Brown, 90 yards, first; Steenson, 120 yards, second; Butler, scratch, third; Coleman, 60 yards, fourth. Time, 4:34 $\frac{3}{4}$.

F. E. S.

WALTERS LANDS RECORDS.

London, Sept. 29.—At the Crystal Palace today, A. E. Walters broke all records over distances from thirty-four to sixty-four miles. He covered the thirty-four miles in 1:05:10 $\frac{1}{4}$, and sixty-four in 2:07:04 $\frac{1}{4}$. C. W. H.

AMATEURS AT STOUGHTON.

Stoughton, Wis., Oct. 4.—The state circuit amateur bicycle races under the auspices of the Stoughton Cycling Club, held last Saturday, were a success, financially and otherwise. Several riders from Milwaukee participated and took away two firsts, two seconds, and two third prizes.

Summaries.

One-mile novice—R. W. Wright, first; T. Oleson second; James L. Stokes, third. Time, 2:41 $\frac{1}{2}$.

Half-mile open—Will Howie, first; Nat McDougall, second; W. A. Sprague, third. Time, 1:08 $\frac{1}{2}$.

One-mile open—Nat McDougall, first; Will Howie, second; W. A. Bremer, third. Time, 2:31 $\frac{1}{2}$.

Two-mile handicap—J. M. Quilty, first; Al. Flath, second; W. A. Bremer, third. Time, 4:58 $\frac{1}{2}$.

One-mile tandem—Quilty and Flath, first; McDougall and Howie, second; O. G. Oleson and Sprague, third. Time, 2:19.

Five-mile handicap—J. M. Quilty, first; J. L. Stokes, second; Otis North, third. Time, 13:28.

O. H. M.

EDITORIAL

WILL HURT THE JOBGING HOUSES.

The important effect that the reduction in prices of high-grade bicycles will inevitably have on the sale of cheap jobbing machines has received little consideration. Three profits have to be realized on the cheap bicycle because it is sold through the middleman or jobbing house, whereas only one or at most two profits are made on the high-grade machine, the manufacturer selling direct or through regularly appointed agents. In order that the middleman may make his profit it will be necessary to mark up the price of the cheap wheel to a point where it is but \$10 or \$15 lower than the regular price of the high-grade, and this small difference is not sufficient to deter the purchaser selecting a well-known mount made by a reputable concern. If given his choice of a doubtful wheel at \$40 or \$45 and a machine of recognized merit at \$50 or \$60, he will not hesitate long in taking the latter. This must either materially reduce the sale of low-grade wheels or, by necessitating a further reduction in their list prices, throw the jobbers out of the business by robbing them of their profits.

ANOTHER INVASION OF EUROPE.

The star of cycling Europe has been in the ascendancy of late. She has beaten all of our crackajacks who have crossed the pond in an endeavor to successfully imitate the great and glorious Arthur Augustus Zim. and she has taken away our pet record—the mile. The longer distance records have been shattered, and it has been a great year all around for the people on the other side. Another one of our representatives is about to try his luck in the land that has produced Jacquelin, Morin, and Bourrillon. In a week or so Edward C. Bald, the rightful heir to the crown of the aforesaid A. A. Z., will pack his wings into his dress suit case, board a steamer and sail for sunny France. If any man can beat the Frenchmen it is this same Bald, who, by his great work for the past three years, has clearly demonstrated that he is the champion of America. With an experienced manager back of him and by careful attention to his training there is no reason why Bald should not sweep everything before him in foreign lands. At any rate, here's hoping he will.

WIND SHIELDS AS AN AID TO RECORD BREAKING.

The wonderful performance of Cordang, when he broke the world's twenty-four-hour record, putting the new figures at 616 miles, is still a most interesting subject of cycling conversation. The details of the performance show that Cordang is entitled to great credit, for he maintained a uniform gait throughout the ride. He did the 600th mile under two minutes, and in the last hour put up twenty-nine miles, "baking" his pacemakers and forcing them to cry "enough!" But the

general public does not know that Cordang used a device which has been tried but once on this side of the water—a wind shield. Undoubtedly this was a great help to the record breaker, who would not have put up such a record had he not been aided by the shields. In 1892, John S. Johnson used a shield on the sulky of the running horse that paced him, and by its aid he did a mile in 1:56 $\frac{4}{5}$ —such a phenomenal performance that few would believe it at the time.

The foreigners have reduced the art of record breaking to such a science that it is small wonder that they break any record they go for. Now that wind shields have proved such a success, they will probably come into general use from now on, and if used in this country, where the wind is generally master of the situation, ought to bring some of those marks over here, for we undoubtedly have just as good men as the foreigners, and with a little education their speed and stamina will be brought out.

HOME TALENT IGNORED.

Foreign racing men are great attractions in America. Even those of mediocre ability meet a hospitable reception and after a season's sojourn on American soil return to their homes well pleased with their treatment and substantially improved with regard to the condition of

their pocketbooks. There are not many, with the exception of Meintjes, Waller, Michael, and perhaps Hale, who can be pointed to as having accomplished any remarkable feats on this side, and yet few if any of them have any difficulty in securing engagements for exhibition work at race meets or contracts with our manufacturers. As a matter of fact, it appears to be easier for any foreigner to sign with and secure the backing of an American bicycle making concern than for a racing man of native birth to obtain salary and expenses from home enterprises.

Owing to the fact that the American public takes so much interest in foreigners, it is good advertising for any maker to have one mounted on his machine, but as soon as the racing man sails for home he drops out of sight and the benefit ceases, whereas, if he were an American, he could be kept continually before the public whether at home or abroad. Starbuck and McDuffie have demonstrated that there are Americans who, given equal benefits in the way of pacemakers and multiplers, are in the same class with Michael and Lesna in middle-distance work, and it is unfair to native talent to deny to American racing men what is so readily accorded the foreign visitors.

The latest wrinkle in coasting contests is to allow the light weights to carry weights. What an easy time Walter Sanger would have if the racing men were obliged to come up to his weight before being allowed to start in a race!

"The Americans have started to ride in dress suits in the evening. We hardly think such dress suits cyclists at any hour of the day."—Cyclers' News. This is an English joke.

A prominent team manager declares that he wouldn't travel with the

circuit chasers, as they are, in a majority of cases, toughs and rowdies. If our memory doesn't fail us, it wasn't so many years ago that this same manager was only too glad to get a job circuit chasing. How times must have changed!

An English paper tells how Cordang "sliced fifty-one miles off the twenty-four-hour record." We thought that he added that number instead of subtracting.

Although Commissioner McGann has revoked the licenses of the Chicago street sprinklers, we notice that there are a few of them who have escaped his official eye.

Some racing men do not have to win to make money. Lesna lost three out of four races in this country, and yet takes away \$4,000 with him.

One more business has been spoiled by the bicycle. A firm of horse breeders in Iowa has retired on account of the "silent steed."

The record crop is reported to be fine. Farmers Stocks and Michael are working hard to get the crop in ere snow flies.

Are there any other records that England wants, or will she be satisfied with the mile, the hour, and the twenty-four?

President Potter has returned from his European trip, and finds that the league is still in existence.

Lesna is a middle-distance champion, but evidently "there are others."





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Mention Bearings



BALD
DECIDES
TO GO TO
FRANCE



THE "KING OF IRELAND"
ON EARTH AGAIN



CHASE
LANDS
LINTON

EVENTS OF THE WEEK

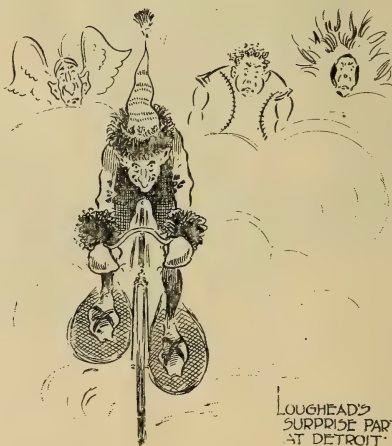
CHARLES H. FOX



PRESIDENT POTTER
RETURNS FROM
EUROPE



STARBUCK
DOWNS THE
"RAREBIT"



LOUGHEAD'S
SURPRISE PARTY
AT DETROIT

Next Year's Business

THIS is the time when the wise dealer looks back over the fights, the worries, the troubles of the past year—looks ahead at the opportunities of the coming year—and calculates accordingly. Has some competitor outstripped you this year in point of sales? If so, he probably sold Columbias! Are you the best and smartest bicycle dealer in your town? Supposing you are, did you do the majority of this year's business? Not unless you sold Columbias—and if you sell Columbias this year you'll come nearer to making a clean sweep than ever before.

Don't make a contract with a salesman just because he is the first to call upon you. It is unwise to overstock until you have seen the best on the market. Don't buy bicycles that are not made of the best materials—if you want the best obtainable material you must have "Pioneer" 50 per cent carbon steel tubing—that's the foundation of the whole bicycle, and the best known to the art except the very expensive 5 per cent nickel steel tubing. Wait until the Columbia representative comes to see you, then sign for a wheel that will command a sale winter or summer.



IT WILL PAY YOU TO WATCH THIS
PAGE FOR THE NEXT FEW WEEKS.

POPE MFG. CO., Hartford, Conn.

If Columbias are not properly represented in your vicinity, let us know.

Mention Bearings

TRADE

TRADE LETTERS

REMARKABLE DEMAND FOR SPOKES.

The Toledo Metal Wheel Co. Is Doubling
Its Capacity—Two Hundred Vikings
for South Africa.

Toledo, Ohio, Oct. 4.—So much has already been done by the Toledo Metal Wheel Co. in the spoke trade that last Friday President Southard closed a contract for new spoke making machinery that will double the company's capacity, and at the same time keep it in continued operation until the fall of next year. According to Mr. Southard, his company has sold its entire spoke production until September 1, 1898, and in a few days it expects to have sold all the spokes it can make for the entire year. By this it is meant that all spokes will be contracted for except a few for rush orders and for dealers who do not order in large lots.

It is also a matter of note that the Metal Wheel company will make sixteen juvenile bicycle models for the forthcoming season. Ten of these will be the Favorite models and the remaining six the new Cupid models. From now on to December 1 the plant will be kept running with half a force to get the '98 output in shape. Last year the company sold all the wheels that could be manufactured, and it is proposed to start early on next year's product and pile up a few wheels, so that nothing will be lost in the meantime. The force now consists of 225 men, working six days in the week and twelve hours a day. Last week a structure was built for an enameling room, doubling the capacity of that department. The best and most improved automatic spoke machinery is being placed in that part of the plant, including an automatic spoke feeder and threader that is an invention of the company. When all these improvements are taken into consideration the outlook for the coming year is indeed flattering.

President C. E. Kaufman, of the Colton

Cycle Co., together with Mrs. Kaufman, is back from a three months' tour through Germany, Switzerland, Italy, France, and England. Mr. Kaufman combined business with pleasure to a certain extent, and was keen to note the difference between English and American-made wheels. Prices have dropped over there in common with the published reductions in other trade centers, and, according to Mr. Kaufman, it is the opinion of the trade generally in every country he visited that the day of high priced wheels is at an end. Of course this has all been said before and Mr. Kaufman is not desirous of being quoted as authority, but he simply confirms, by his observations in travel, the general dissatisfaction of the riding public in paying high prices when good wheels may be had at moderate figures. The Colton company's fences for next year were well looked after by its president and a brisk foreign trade may be expected for this company.

A Yale Tandem Tested.

A. W. Colter, secretary and treasurer of the Kirk Mfg. Co., makers of Yale wheels, came back last week from Cincinnati, where he has been for an extended stay closing up some business matters. Mr. Colter announces that the Yale salesmen have not yet started out over their territory, but that the '98 models are ready, including a handsome Yale tandem. By way of giving this tandem a severe test, the superintendent of the Yale plant and an assistant rode it at a furious clip one day last week over the Lake Shore ties between the Kirk plant and the Metal Wheel company's plant. The jolting it received would have jarred any department store machine to pieces, but it was noticeable that the wheel was true as when it passed from the inspector's hands. In many places the ties were from six to eight inches apart and there were ruts in the center two or three inches deep, but the shaking up did not injure the frame in the slightest. This should be considered sufficient evidence

IT'S A GOOD PLAN TO BE ON THE RIGHT SIDE OF THE MARKET

Jobbers and dealers looking for "good things"
for '98, will find it to their advantage to take
a look at

OUR NEW MODELS OF MARCH-DAVIS

and Admiral bicycles on exhibition in room 800,
Isabella building, 46 Van Buren street, Chicago.

MARCH-DAVIS CYCLE MFG. CO.

Factory, 44th and North Aves., Chicago.

47 Warren St., New York.

Mention Bearings



CHASE
TOUGH TREAD
TIRE

LESNA ON.....

CHASE TOUGH TREAD TIRES

Has broken all American records 3 to 30 miles.
All world's competition records 3 to 25 miles.



Light
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Made by L. C. CHASE & CO., Boston.

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Mention Bearings

of the worth of the new tandem, and it is expected by the Kirk company to find a ready and profitable market for it next season.

Four old-time travelers who were in Toledo last week were Charles Weaver, of the Vim tire family; George Curtis, of the Snell Cycle Fittings Co.; C. B. Tullis, of Morgan & Wright fame, and Walter Towne, of the Anglo American Cycle Fittings Co. and Hermann Boker & Co. Mr. Curtis has just returned from a two weeks' trip in the eastern states, including New England, and back through Baltimore and Washington. He will return to the east some time this week and will take with him '98 models of the Snell wheel.

Big Order From South Africa.

Through Carveth, Box & Co., their agents at Cape Town, the Union Mfg. Co. last week received an order for 200 Vikings for distribution in South Africa. These wheels must go out at once, necessitating renewed activity at the plant. The Viking force is being increased from day to day on the '98 product, and by November 1 the new department to be used for lathe machine and screw work will be opened with another fair sized force. At the retail store on Superior street, Manager H. H. Milburn reports the heaviest rental business of the year. September weather made this possible. If October weather continues to be as good as at the start, not enough wheels can be found at the Viking store to supply the demand for rentals. The retail season has been very prosperous for the Viking and Manager Milburn is more than satisfied with it. Wheels are still being sold at the store with much frequency.

Good Year for Medium Grades.

"This has been a good year for wheel selling," remarked J. H. Saelzler, of the Adams Street Cycle Store, "but it has demonstrated also that the popular priced wheel is the best seller. Next season the \$50 wheel—and it must be a high grade—will have the lead. Higher priced wheels will be as fads in other stores, seldom disturbed in their resting places." Mr. Saelzler has been representing the Snell company this season, and has perhaps sold as many wheels at retail as any other house in Toledo.

One important visitor at the plant of the Metal Wheel company last week was Mathien Wiener, with S. Wiener, of Zwolle, Holland, who, with Charles Achen, of Copenhagen, Denmark, called to enter into an arrangement to handle juveniles next year in Holland and surrounding countries. When foreigners come all the way to America and to Toledo to buy wheels, it

must be taken as an evidence that English-made wheels are not to their liking.

Hamilton Chose the Cleveland.

Secretary Chas. M. Hall, of the National Bicycle Protective Co., was in Cleveland last week, where he officiated as clerk of the course at the meet of the Quill Club Wheelmen. At this meet, George Hamilton, the Toledo amateur, cleaned up the platter of one of the really good things, the road race, which was finished by a circuit of the track three times. Hamilton was given his choice of five \$100 wheels and chose the Cleveland, since that is his favorite mount. It will be remembered that Hamilton was an easy winner in the two-mile handicap of the Toledo Race Meet Association, September 18, and came in fourth in the Toledo championship race after riding hard in the preceding events. He is a promising amateur and will likely be heard from in the amateur ranks next year. This is his first season on the track.

Success of the Meilink Mfg. Co.

Among the really successful of the manufacturers of bicycle specialties in Toledo this season, none is able to make a better showing than the Meilink Mfg. Co. Speaking of the outlook for '98, Business Manager Chas. F. Meilink said that it was "right good." He booked an order from a Bay City, Mich., party last week for 1,000 adjustable handle-bars, while another order from one of the best known bicycle industries in the trade will keep the entire Meilink factory employed for some time to come. In addition to these outside orders, the books contain a goodly showing of orders, and the mails a large bulk of inquiries for the specialties which this establishment manufactures.

Nelson-Hubbell Bicycle Supply Co. Changes.

One important change to be recorded in the sundry line is the sale of the controlling interest in the Nelson-Hubbell Bicycle Supply Co. to M. L. Murphy. Mr. Murphy was formerly associated with Arlington U. Betts & Co. and the Red Cross sundries, and is therefore well posted on all matters affecting the sundry line. The business was started early in 1895 by Robert Nelson and W. S. Hubbell. On account of his promotion in the Second National bank, Mr. Hubbell dropped out of the company early in the year, and since that time the business has been conducted by Mr. Nelson and his manager, Al Rosenfeld. It is now Mr. Nelson who makes the transfer of the stock to Mr. Murphy, although the former still has an interest in the business. Mr. Rosenfeld will continue to manage the business, starting the season with increased facilities

for jobbing and for the general sale of sundries. It is probable that Mr. Nelson will retire from the business altogether, now that he no longer holds a controlling interest. Messrs. Murphy and Rosenfeld will go into the trade on a large scale, and since the company has been a good paying investment from the start, they will undoubtedly make the venture a success.

Eager Goes to Europe for France & Co.

News comes back to Toledo from Rochester to the effect that F. W. France has seen fit to send Ed G. Eager abroad in the interests of the Red Cross sundries, and that the latter sailed last week on this particular mission. Mr. Eager has already done most excellent work for France & Co., and there is no disputing the fact that he will meet with the same measure of success in the foreign market as he has here at home. It is understood that Mr. Eager went in company with one of the Lozier managers, and that several important transactions are to be looked into before their return. While in Toledo recently, Mr. Eager gave out the information that France & Co. are to go into the foreign fields quite extensively next year, reaching out for business in countries not yet touched by the Red Cross sundries. In the light of these things, Mr. Eager's visit to England is of much importance.

Insurance Companies Will Benefit.

That oft-repeated story, "It's an ill wind that blows nobody good," is particularly applicable just now to the bicycle insurance companies. Little consideration has been given thus far to the benefits to be derived by the protective companies by reason of the many reductions in the price of wheels, and it may seem strange to some to know that a \$100 wheel can't be protected on a \$2 policy. With the reductions that are sure to be in effect for the forthcoming year, the insurance companies can still charge the same rate, \$2 per year, and instead of paying out \$100 for a lost or stolen wheel can pay just half or one-fourth that much for the same grade wheel next year, and thus be ahead several dollars. Secretary Hall, of the National Bicycle Protective Co., says the reductions will make it quite possible for his company to make a good thing on its investment next year, with the \$2 rate still in effect.

The National company has written up 10,000 policies during the past two seasons, or the first full year that it has been in existence, but the most surprising part of it is that the National people will not come out of the season on the profit side of the ledger. This is attributable to the early months, which were wet and disagreeable,

and in consequence hurtful to all branches of the trade. Next year the company expects to do \$30,000 to \$40,000 worth of business. During the '97 season eighty-three wheels were replaced and claims paid. The company recovered 136 wheels and was thus compelled to pay out much money for rewards, express charges, and the like. The general running expenses for the year, including advertising and literature were \$4,000, and to this must be added the salaries of agents, rewards, and other items of expense. The company, however, is well satisfied with results and will hope for increased business next year.

At the forthcoming annual meeting in November a successor is to be elected to Hon. W. W. Touvelle, president of the company, who was recently appointed consul to Belfast, Ireland, by President McKinley. The position will be filled by an equally competent man, I. E. Gardner, cashier of the Farmers' National bank in Bryan, Ohio. Outside of ex-President Touvelle, the same substantial directory will be in control of the company next year as this. Secretary Hall is to be re-elected, and it is already known, in fact, that the same officers of '97 will govern the company in '98. The National association will be well fortified financially, and, it is confidently expected, will roll up big gains next year.

VANCE PRATHER.

CINCINNATI TRADE.

The Assignee of the Myers Company Ordered to Continue the Business for Sixty Days.

Cincinnati, Ohio, Oct. 4.—Judge William Taft, of the United States circuit court, authorized the Union Savings Bank & Trust Co., assignee of the Fred J. Myers Mfg. Co., to carry on the business of the Myers company for sixty days. Ever since the assignment of this company the assignee has been carrying on the business with great profit to the creditors. Within the last few weeks, however, the stockholders have had several meetings with the creditors, having in view the raising of the assignment and a reorganization of the company. It is expected that they will come to an understanding within the time allowed by the court.

Alms & Doepke, of this city, are makers of the famous Cable bicycles, and at the present moment have one of the busiest bicycle factories in the country. They have at the present time orders for nearly 1,000 bicycles, which are being shipped as fast as they can be turned out. Thomas & Co., a

large firm engaged in the mercantile business, have contracted for 500 bicycles, as and soon as that number is delivered will doubtless want 500 more. There are many small orders to be filled, including one for 200 wheels and one for fifty wheels. The receiving of such large orders at this season of the year created considerable surprise in cycling circles and will of course keep the factory running the entire season. Alms & Doepke cater only to large jobbers and merchants and have been doing a good business since July 1. Manager Holley states that they have sold about 10,000 wheels this season, but next year the company expects to put 20,000 wheels upon the market. They had been experimenting with a chainless wheel, but were not pleased with the results. All the high grade models are fitted with the Hall-Moore roller sprockets.

The firm of Innes & Co. left the bicycle trade and will in the future deal entirely in mantels and grates. Mr. Innes, the senior member of the firm, is an old time wheelman, and his long list of friends enabled him to do an extensive business. This firm handled many agencies and had quite a run on their convertible tandem.

Charles O. Hall, president of the Hall-Moore Mfg. Co., maker of the Brown patent roller sprocket and chain, has left on an extensive trip to visit the trade and secure contracts for the '98 season. H. S. Bryan has charge of the home office during the absence of President Hall. Mr. Bryan stated that the company had succeeded in placing several good orders for '98. The largest local order was that with Alms & Doepke. Mr. Bryan was well pleased with the performance of Harry M. Sidwell, who holds four world's records. All these records were made upon a Wolff-American fitted with Morgan & Wright tires and Hall Moore roller sprockets.

The Retail Trade.

The retail trade has been the best ever experienced by the local dealers at this season of the year. Manager Harry R. Browne, of the Indiana Bicycle Co.'s branch, reports a large season's business with the Waverley. He states that he was convinced that he was receiving his full share of the trade, and looks forward to an extensive and continued fall trade. Manager Browne has placed in position a huge hydraulic air pump which can be used by any wheelman.

Powell & Clement, who handled more agencies for high-grade bicycles than any other dealer, have received a large stock of sporting goods and ammunition. They intend to devote considerable attention to this branch of trade during the dull season. The company has not as yet made

any contracts for agencies for next season. Among the agencies represented by this firm this season are the Victor, Remington, Iver Johnson, Ben-Hur, Crescent, Gendron, Geneva, Richmond, and many cheaper models.

Under the orders of the local cycle board of trade the dealers are closing promptly at six o'clock every evening but Saturday. The board gave many race meets at the Chester park track this season. C. F. W.

DISCUSS BICYCLE DUTIES.

The German Industrial Union Wants the Duty on Foreign Wheels Increased—Would Class Them as Vehicles.

Washington, D. C., Oct. 4.—The State Department is about to publish some interesting information received from United States consuls in Germany. Consul General deKay, at Berlin, says the wish of German manufacturers of cycles to stop the importation of American wheels has been the father of the following thought: At present bicycles are met with the same duty as other articles of "fine ironware"; that is to say, they are classed as such and pay \$5 71 per 220 pounds, which produces a duty of from 71 to 95 cents on the wheel of average weight. On a valuation of an average wheel at \$50, this duty is only from one and one-half to two per cent.

The suggestion has now been made that the customs authorities have merely to decree that bicycles come under the head of vehicles, when the duty would be from six to ten per cent of the value. Other authorities regard such action as impossible, because of the wording of the law, which makes only four exceptions to the rule of twenty-four marks per 220 pounds on articles of "fine ironware," these four being guns, works of clocks and watches, sewing needles, and pens. It is held by them that a change of bicycles to the category of vehicles would be a violation of treaty. Their suggestion is a higher rate of duty on the materials of which bicycles are composed, especially iron and India rubber tubing. These suggestions are not reported by Mr. deKay because they seem likely to be put in effect, but merely to keep the State Department informed of the efforts which are being made by the German manufacturers to devise some method of shutting out American wheels. There can be no reasonable doubt that our wheels have attained to and still hold a position of advantage in the minds of buyers in Germany. Whether their superiority is to be preserved, is a question that concerns our makers at home. If they can guard against the shipping to Germany of any inferior

wheels, they are sure to hold the German market.

Protection of American Trade-Marks.

With regard to the protection of trade-marks on American bicycles, Mr. deKay reports that very few cases of trade-marks taken out by Germans with intent to interfere with American sales of the bicycle thus marked have been brought to his attention during the present year. He has no means of knowing if any exist, unless he is directly notified of the fact, since cases of this kind are very rarely mentioned by the press. But the entire status of trade-marks and patents is at present in a peculiar condition.

According to the lately issued law, the German chancellor has the power to give or withhold a protection in Germany on trade marks of foreign origin. He has the power of reciprocity toward foreign countries. If he publishes in the official organ a decree that the trade-marks of a given country are to be held inviolate, then, and not ~~not~~ then, can a German who uses a foreign trade-mark be held to answer before the court. When we consider the reason for the granting of this power, we see at once that it was given in order that the chancellor should be able to demand some substantial return for the privilege. We may be certain, therefore, that it will not be extended to the United States without a privilege granted in return. Yet, under article XVII of the consular convention with Germany (December 11, 1871), American citizens should enjoy in Germany the same protection—"with regard to patterns and marks of manufacture and trade"—as Germans.

For Uniform Patent Laws.

In this connection Mr. deKay calls attention to a society of jurists, patent lawyers, industrials, and others, called International Association for the Protection of Industrial Property, which held its first congress recently in Brussels. Its president is Doctor Exner, of Vienna. The only American member is Mr. Paul Oeker, of San Francisco. A second congress is to be held next October in Vienna and Budapest. The object of the association is to promote the protection of inventions, trade marks, industrial designs and models, trade names, etc., by studying and comparing the laws of different countries and suggesting uniformity in them. It appeals to manufacturers, inventors, and others for memberships. Among the suggestions at the Brussels congress was one that may deserve consideration; namely, that some central city be selected, like Berne, Switzerland, where a permanent bureau should be established. All trade-marks, etc., registered there

should be accepted as binding in all the countries belonging to the association or league. However difficult it might be to reach the point where the governments of various countries would agree to abide by the rules of this league, yet it can scarcely be denied that great advantages would result if some such system were in existence. It would avoid the great expenses and uncertainties that at present interfere with the protection of the rights of inventors and manufacturers in various parts of the world. American manufacturers have suffered grievously from the imitation of their trade-marks on the European continent, since the reputation of their goods has been injured when inferior goods have been sold as theirs.

The German Bicycle Industry.

A leading Hamburg paper, under the caption, "The German bicycle industry," has the following to say: "No industry in recent years has developed so fast as the bicycle industry. In spite of this it is very far from being fully developed. Since the bicycle grows to be more and more an article of necessity, manufacturers may expect larger business than was dreamed of in the beginning. The principal makers are in the United States, England, and Germany. This industry, in Germany, has grown from a very modest beginning. It is an eloquent proof of the empire's ability to nourish other branches even after rotten limbs fall from the tree of trade. Today it has 25,000 persons making wheels. They are made with as much skill and precision as marked the empire's manufactures in sewing machines and guns. Their fame is so well founded that it has gone out into foreign parts. The fact that the first four months of this year saw 7,515 wheels and 1,200 double hundreds of bicycle parts shipped to foreign countries, to Switzerland, Austria-Hungary, Denmark, Australia, etc., proves this. In 1886, England had sixty-eight bicycle factories; today she has 680. The development in the United States was so widespread and rapid that failures are reported as far from infrequent, and the surplus product is flooding free trade England. In 1896 the United States exported more than \$4,000,000 of machines and parts. In 1885 the United States had only six factories, producing in a year 11,000 wheels; in 1890 there were seventy, producing 40,000; in 1894, 125,000 wheels were made, and in 1896, 600,000. Now, in 1897, there are 800 to 900 factories furnishing over 1,000,000 bicycles every twelve months. The capital employed amounts to more than \$100,000,000.

Industrial Union Opposing Imports.

"Before the beginning of this year, there

was no official note of bicycle imports into Germany. In the first four months of 1897, we find that 7,536 wheels and 1,404 double hundreds of parts have been imported. Most of these came from England and the United States. A few came from France and Austria. Against these imports, the empire's industrial union is up in arms. German duties on bicycles are low; rates in the United States are thirty times as high as the empire's. In the face of such facts, an effort to have the duties increased is easy to understand. Dr. Miquel's remark that articles are too little specialized in Germany's tariff schedules in order to give bicycles a suitable position (*passende position*), etc., is construed into a willingness on the part of the government to meet the manufacturers and to find a way out of the present difficult and dangerous position.

"A syndicate or trust to control the manufacture of piping for bicycle frames" is reported. It is composed of English and American capitalists. Besides this, a rubber ring will be organized. The enormous consumption of rubber is sure to awaken the ambition of speculators to make such a combine. Against all this it is time to take precautionary measures. We must make our people understand, also, that German wheels are just as good as those they get from England and the United States."

Tax Bicycles as Vehicles.

Consul Monaghan, at Chemnitz, says the correspondent of the industrial union urges that, in his opinion, "no trade treaty would be broken were Germany to tax bicycles under the title *fahrzeug* (the definition of which in the dictionaries is a vessel or craft, although from analogy the word may easily be made to mean any vehicle used for transportation), which pay now from six to ten per cent *ad valorem*, and may be taxed very much higher. Inasmuch as bicycles are not specifically mentioned in any of our trade treaties, and are not specified in our tariff lists, they can easily be brought under this class of articles." Consul Monaghan says the best thing for our manufacturers to do is to send over enormous quantities of parts before such action is taken. There is a market there and all over Europe, for many years, for good wheels at fair prices. It will be a mistake if German tariff legislation is not anticipated (as our legislation has been by the Germans) by big shipments of goods against which the new laws are aimed.

Social and Moral Effect of the Bicycle.

Consul Keenan, at Bremen, says "the social-political significance of the bicycle" is a topic discussed in the annual report for

1896 by the supervising office of industry in Prussia, and it is now being taken up by the press. A Bremen paper says: "The supervisor of industry for the district of Leignitz declares that the bicycle is being more and more used by the workingman to carry him to and from his place of work, and that it will surely tend to elevate both the moral and industrial character of the laboring class. The opportunity which the wheel offers will be taken advantage of, especially by that class of people who live on the outskirts of the larger cities and who may possess their own homes and gardens. These people, who spend the hours of the day in the workshops, will, thanks to the bicycle, be enabled to take a refreshing and exhilarating spin to their homes, and, being there, do work in the garden and field which usually fell to the lot of the women."

An Enterprising German Firm.

The overseer of industry for the district of Hildensheim and Lunenburg states that "a bicycle firm in Gottingen is making efforts to secure cheap and good houses for the laboring man" (primarily they are making an effort to create a demand for and to secure the sale of cheap bicycles). This firm proposes to supply wheels to the laborer at an especially low rate, and in case the laborer does not or can not use the wheel, it will be taken back at the price paid for it.

It is obvious that this proposed scheme is as enterprising as it is philanthropic. If the working people make the bicycle an article of use, it goes without saying that the demand for that class of wheel will be great. Without such demand, the German-made wheel will have difficulty in holding its own against the American product. It appears that if the working people use the German bicycle, the "social" place for the wheel will be lost and the "élite" will use only the American make.

One year ago, the leading retail wheel concern in Bremen handled the Weser wheel entirely and had an American wheel as a curiosity sample. Today this house handles American wheels only. H. G. WARD.

FRANCE ABANDONS SHOWS.

Too Much Old Stock on Hand to Hold an Exhibition—Foreigners May Exhibit.

Paris, Sept. 24.—At a recent meeting of the members of the *Chambre Syndicate de la Vélocipédie et de la Locomotion Automobile* it was decided by a large majority not to organize a *Salon du Cycle* this year. The same decision was arrived at last Tues-

"PIONEER"

50 per cent Carbon Steel

IS THE BEST INSURANCE.

BOSTON HERALD, Sept. 22, 1897:

It may be there is now a bicycle accident insurance company, but if one does not already exist, business enterprise should see to it immediately. Every rider takes a risk to life or limb in his hands when he mounts the wheel. What's the good of denying it? Perhaps everybody wasn't born under a lucky star, but, even if it was the case, the bicycle would upset his horoscope somehow. Yesterday I saw two riders come to grief. One managed to pull herself together and limp away, but the second sat down by the wayside and wept. Hers was a case for a doctor, and she didn't look as though she could pay his bill. Never a day passes without its list of bicycle casualties. We have adopted the dangerous wheel, and will never be parted from it, but for pity's sake let reckless riders insure against the day when there will be a smash-up.

The best insurance that any bicycle rider can have is the assurance that his wheel is made of "Pioneer" 50 per cent Carbon Steel Tube.

Manufacturers who purport to make good machines and yet use third-grade tubing are the ones who are responsible for so many of these bicycle accidents. No wonder these machines are dangerous. The dealer should know it and the rider should know it.

Demand "Pioneer" 50 per cent Carbon Steel in the wheels you buy. It is the best tubing known to the art except the very expensive 5 per cent Nickel Steel Tubing. Insist upon having it—don't take anything poorer. Also demand a certificate that you are getting what is represented.

Nothing that is too good for us should be too good for you. One manufacturer said: "Any tubing is good enough!" Is it, though? Economize on your clothes, your shoes, etc., but don't economize on your bicycle on which you may risk your life.

POPE TUBE COMPANY, Hartford, Conn.

"PIONEERS" in Correct Composition.

Mention Bearings

day by the Syndicat Francais de l'Industrie Générale des Cycles, after an animated discussion, twenty members voting against the scheme to hold a show and eight only in favor of the project.

At the former meeting, which was held last week, the refusal to take part in the show was due to the fact that the members of the Syndicat Francais, who would naturally participate in the show, would alone have the benefit, while the Chambre Syndicate would have to support all the expenses. At the other meeting, the members of the Syndicat Francais declared, in their turn, that in participating in the organization of a cycle exhibition they would be working only for the big guns—that is to say, for those belonging to the Chambre Syndicate.

It is for these reasons that all idea of a cycle show for 1897-98 has been rejected by the two unions. But, if the truth were known, the decision not to hold an exhibition has been determined by quite another cause. The year 1897 has been bad for a lot of makers, many of whom still possess a big stock of '97 wheels, and even '96 and '95 models. In taking part in the show, they would be obliged to exhibit new models, which would be an obstacle to their getting rid of their old stock, thus locking up part of their capital, and, in many cases, causing a serious loss. If there is no show, a large number of manufacturers would certainly be able to clear off their '97 patterns.

As soon as the above decisions became known, Bearings' correspondent interviewed the managers of the principal foreign makes represented in France. They assured him they had been able to dispose of nearly all of their '97 wheels, adding that they would not be averse to a Salon du Cycle. It would give the cycling world, and the agents in particular, an opportunity to examine the improvements in their '98 models. The idea of a foreign Salon du Cycle, in Paris, is gradually gaining ground, and it would not be a surprise should a committee of foreign makers be formed with the object of holding a show in December. They could count on the support of a large percentage of French makers, notwithstanding the hostility they would be sure to encounter on the part of the Chambre Syndicate and the Syndicat Francais.

J. H. COLEMAN.

THE PARIS EXPOSITION.

The Forthcoming Industrial Display Is the Americans' Opportunity—Duties and Regulations.

Washington, D. C., Oct. 4.—Many causes conspire to induce American manufacturers

to make the most notable exhibit of their productions ever attempted at the Paris exposition in 1900. This exposition will afford unrivaled opportunities to make known to the world the resources of the United States and their achievements and facilities in the various fields of production. The exposition of 1900 is America's opportunity to claim acknowledgment from the world of its indebtedness to the republic for the many things in which its citizens have been pioneers. From this country more than from any other there has radiated a knowledge of successfully developed improvements in manufactures. Add to this a knowledge of its natural resources, and the people of every nation will find in America an original source of supply such as they have not before known. Such knowledge will stimulate international commerce throughout the world.

It is earnestly to be hoped that these opportunities will be improved to the fullest extent, and that not only will adequate provision be made for such representation by our government as is in keeping with its importance, but that individual manufacturers will make a full exhibit of the leading productions of American genius and skill.

Preparations Are Well Advanced.

Preparations for the exposition are now well advanced. The preliminary studies are made with great care and thoroughness, and the general scheme of the exposition is now well defined. The exposition will open April 15 and will close November 15, 1900. The site will comprise the public grounds on both sides of the Seine from the Place de la Concorde, the great monumental square in the very center of the city, to a point beyond the Pont d'Jena.

The admission of foreign productions will be authorized by the commissary general upon the propositions of the commissioners of the various countries, which must be filed on or before February 15, 1899. All exhibits, without exception, must be made in the name of the person, firm, or company signing the application for the same. All exhibitors are invited to mark their exhibits with market prices of the same, but this is not compulsory. The provisions relative to tariff duties, indirect taxes, and municipal duties on exhibits are very liberal as regards foreign exhibitors.

Exposition Is a Bonded Warehouse.

The exposition grounds are constituted a bonded warehouse. Foreign exhibits may enter France through any custom house. They should be accompanied by a bulletin from the shipper, attached to the bill of lading and indicating their nature, class,

weight, and place of origin. These goods will be transported directly to the exposition grounds under the conditions of international or domestic transit, at the choice of the shipper. They will be exempt from statistical dues and from inspection at the frontier. Seals will be affixed without charge. All foreign products will be taken in charge at the exposition grounds by the special customs agents, and, if finally entered for consumption, will be subject only, whatever their origin, to the duties imposed upon like products from the most favored nation. No exhibit of any kind can be copied or reproduced except by a special permit of the exhibitor, approved by the administration. Inventions susceptible of being patented will be fully protected. H. G. WARD.

PARISIANS ARE UNDECIDED.

They Are in the Same Position as Americans Regarding Holding a Cycle Show—German Notes.

Berlin, Germany, Sept. 25.—In Paris they have not as yet been able to make up their minds as to the advisability of holding a bicycle exhibition. The *Chambre Syndicate de la Vélocipédie et de la Locomotion Automobile* decided not to open the *Salon du Cycle* this winter, and thus the idea of an exposition was dropped. At the same time all manufacturers belonging to the syndicate were obliged to agree not to send any machines to any other exposition which might take place in Paris. Now the smaller manufacturers have decided to hold a show, since they recognize the advantages arising from such a display. The representatives of foreign wheels are also going to hold a show, under the name of *Salon des Marques Étrangères* in case a general show is not held. In the meanwhile, the *Automobile Club* has written to all its members and manufacturers to find out if they are willing to hold a show and how many motor wagons they will exhibit. Thus stands the question of a Paris show to date.

Some days ago I wrote about the great amount of swindling which was being done here by representing cheap-grade German wheels as high grade American. A deluded cyclist has just written to a local paper concerning a wheel of supposed American make in which he was cheated, and that paper's editorial comments will not help the sale of the American article on this side. The manufacturer in "The States" should really give this point some attention. It seems that the cyclist mentioned bought a wheel for 260 marks (\$65). The machine was sold as strictly of high-grade American make and was to be delivered to him in eight

days, with new handle-bars, brake, and guarantee. The fittings and guarantee have not made their appearance as yet. After the wheel had been ridden two weeks and had been caught in one rain storm, the nickel peeled off and the handle bars were covered with rust, a very common occurrence with German wheels. I examined the machine myself and am confident that not one ball in it ever saw the coast of the United States.

Will Introduce Cycle Cabs.

Hoffman & Co., of Berlin, have taken out patents for a three-wheeled cycle cab or passenger carrier, and are now preparing to introduce them on the streets of this city. They have already received permission from the street commissioner to run the machines in the public streets, and several practical tests have met with the German approval. Over the rear axle the cushion seat is fastened, and in wet weather the passenger and machine are enveloped in a rubber cloth. The company expects to make the fare one-half the present cab service, and in addition to be able to make better time. How it can better the present first class cab rates of twelve cents the first half-mile and two and one-half cents for each succeeding half-mile is inconceivable. Of course the fact of their being smaller and furnished with pneumatic tires will make them preferable in crowded streets. I am told by members of the firm of Hoffman & Co. that this form of machine has been in use some time at Johannesburg, in the Transvaal, and has already received official indorsement there.

A new portable army bicycle, the invention of Captain Boselli, of the Italian army, is being put on the market by Steppel & Weiman, of Milan, Italy. This machine differs from others of the same type in so far that it can be quickly taken apart and packed in a small case instead of being folded together. H. BISSING.

GOTHAMITES PROSPEROUS.

New York Makers and Dealers Look for a Successful Year in '98—Fall Trade Good.

New York City, Oct. 4.—A canvass among the agents and dealers, as well as the makers, by Bearings' representative last week shows matters to be looking up in a manner that is encouraging. All those who were seen expressed gratification at the turn the business tide had taken and reported excellent trade during the month of September. Among the firms seen and what they reported were the following:

Bridgeport Brass Co.—"It is a question

whether any improvement can be made on the Searchlight for '98 as every one appears to be satisfied with it as it stands at present. We have no cause to complain of business for we have been rushed with orders."

Pope Mfg. Co., Elliott Mason—"I think the outlook for next year and the latter part of this was never brighter. Our September business has been larger than ever before, and we are already booking orders for the chainless wheel. And that, too, when people do not know what price will be charged for it. We shall continue the installment plan of selling wheels next year, but, as usual, will require a good deposit when the wheel is first taken."

H. A. Lozier & Co.—"We shall still continue this eastern branch in New York, notwithstanding the reports that it would be moved to Westfield, Mass. At the same time we may move from the present location, providing we can secure a better one. Prospects for next season are brighter than ever, as the trade has had a weeding out and people have learned that it pays to deal with reputable firms."

Western Wheel Works, L. C. Osborne, the new manager—"Our business this year has been larger than ever before and I apprehend a big increase next year. Our foreign trade has doubled and made it necessary to send our Mr. Merseles abroad last Thursday, although he had returned from Europe but a week ago. To show what the foreigners are doing in the line, I would state that one of our agents in Holland has published a sheet of music termed the "Crescent March," which is being played over the entire country. Our new models will probably be out by November 15, as we started to get them ready six weeks earlier than usual. September business has been larger than ever before, which I think is a sign of the times."

Overman Wheel Co.—"September business has been better than ever before and there is already some talk of the '98 Victors."

Spencer Brake Co.—"The trade prospects were never brighter, for we are daily in receipt of letters from makers of bicycles, regarding our brake. We shall pay strict attention to the trade next season."

Tinkham Cycle Co.—"Trade has greatly improved since August and there is every prospect that the fall trade will exceed last year. A great many scholars in our academy go to prove that cycling is far from having reached its limits in the number of riders."

Remington Arms Co.—"September was a good month for us, both wholesale and retail. All our stock of '96 and '97 is exhausted, and we are now ready to start the

'98 season with fresh goods. Last month was every bit as good for us as the same month last year and business is still increasing. We shall continue to sell on the installment plan, as it has proven very satisfactory."

Page, Dennis & Co.—"Howe bicycles have had a good season and we are now getting ready for the '98 trade. Almost all our '97 product has been sold and our '98 models will probably be ready by the 15th of this month, with many radical improvements that can not fail to meet with favor among the riders."

Metropolitan Bicycle Co.—"There has been a large increase in our business during the past month, which will doubtless continue. Our academy is well patronized, and prospects were never brighter."

E. A. Beckwith—"A good September business leads me to believe that it will increase this fall. My installment business has been good and I shall continue it next year."

Hunter Arms Co.—"We have only been here for two years and have done better this year than during '96, especially during the latter part of the season. We have done no installment business, but may do so next season."

Fairbanks Scales Co.—"Last month's business was very encouraging inasmuch as it was far better than for the same time last year. We have done no installment business, believing that business on a cash basis will pay better in the long run."

Talk of a Cycle Show.

There is considerable talk of a cycle show being held in the Grand Central Palace, and from private information gathered it is not unlikely that the Sportsman's exhibition will have some opposition to contend with. It is said that when the National Cycle Board of Trade contracted for last year's cycle show at the palace, it also contracted to take the building for the '98 show. In case no show was held in '98 under the auspices of the board, it was to forfeit a certain sum. At least, that is the rumor, although matters are being kept very quiet at present.

When seen by a Bearings representative today, Secretary Franks, of the board of trade, denied that the board was to pay any forfeit for failing to use the palace. He said he had heard nothing of the proposed show at the palace and had his doubts whether an unsanctioned show held there could be successful. Regarding the report that the cycle dealers had decided to petition the board to permit local shows, Mr.

Franks stated that no word to that effect had been received up to the present time.
A. R.

NEW CREAM CITY INDUSTRIES.

The Milwaukee Steel Casting Co. Will Make Bicycle Parts—Claus Heads a New Handle-Bar Concern.

Milwaukee, Wis., Oct. 4.—Reports from the various manufacturers and dealers in this city are to the effect that everything is in readiness for the '98 season, and several new firms have signified their willingness to engage in the manufacture of bicycle sundries here. One is the Milwaukee Steel Casting Co., which has already been organized and will commence business immediately. The plant formerly occupied by the Filer-Stowell machinery and foundry company, on Clinton street and Greenfield avenue, has been rented and possession taken. The officers of the new company are: L. V. Shaw, president; O. P. Watson, vice-president; B. Bowen, secretary-treasurer. The company's plant is one of the largest foundries in the city and has within the past year enlarged to a great extent. The company will manufacture open hearth steel, wrought iron, crucible steel, and miter castings. The feature, however, will be the manufacture of all kinds of bicycle castings. A member of the company said that special attention would be paid to the making of handle bars, and a number of orders have already been placed on file for them.

The other new concern will engage in the manufacture of handle bars and will be headed by Emil L. Claus, who has been in the bicycle business on National avenue for several years past and is well known in cycling circles, especially among the trade people. A plant has already been secured on Ferry and Luke streets and machinery purchased.

The company has been organized with a capital of \$16,000. Mr. Claus is president and D. P. Winther secretary-treasurer.

Rapid Growth of Meiselbach Plant.

Few people in Milwaukee are aware of the fact that the A. D. Meiselbach plant, situated in North Milwaukee, eight miles from the city, is one of the largest in the west. The plant occupies a square block, and notwithstanding the time of year, all hands are now busy making wheels for the jobbing trade for this and other countries. During the past year the company has turned out in the neighborhood of 35,000 wheels and employed more than 300 men and boys. The coming season, however, the output will not be short of 100,000 wheels, manufactured by 700 men.

The capacity will be doubled. The new addition to the factory, which has just been completed, is a four-story brick structure and will be used solely for assembling and finishing. The present outlook for next season's trade is especially bright. The company manufactures all parts of its wheels with the exception of the tubing, rims, and tires. The officers of the company are as follows: A. D. Meiselbach, president; V. D. Becker, secretary-treasurer; A. Zimmer and A. Mratz, directors. A. P. Miller is superintendent of the plant, while Gerhard Aussem attends to the shipping. Mr. Meiselbach was recently elected village president by a large majority, and at the same election Mr. Aussem was elected justice of the peace, notwithstanding the fact that he has been a resident of the village for a short time only.

Bamboo Cycle Co. Will Make Steel Frames.

The Bamboo Cycle Co., which last season caused some surprise by placing on the market bicycles made of bamboo, has decided to make wheels of steel hereafter and use the bamboo machines as a side line. The company's plant has been idle for some time, but one of the officers said that a full working force would begin on the 1898 models within a few weeks. The company will change its name on account of the manufacture of steel wheels. At the retail department it is said that excellent business had been done during the past season with bright prospects for the coming year. Work has been commenced on a new illustrated catalogue which will appear shortly.

The T. Jonas Cycle Co., with headquarters on National avenue, on the South Side, has recently completed what might be termed a handsome triplet. For the past few weeks it has been shown and ridden at the state circuit meets. The team handling it consists of Bingenheimer, Zerbel, and Jonas. The Jonas works are rapidly coming to the front and it is said that the concern contemplates building a large factory on National, near Eleventh avenues. The single wheels made by the company are excellent pieces of mechanism. Al. Mueller, a local amateur, has been riding the wheel this season and has done good work with it.

Future of the Elmwood Bicycle Co. Doubtful.

The Elmwood Bicycle Co., which recently went into the hands of a receiver who was discharged only a few weeks ago, has at present no future, so far as could be learned. The plant on Fourth street has been idle for some time and whether or not it will operate again is a conundrum. The past season was a fair one with the company, considering its short existence. A member of the firm said that the company would

probably be represented in the 1898 trade, but was not in a position to say anything about its work definitely. Several large shipments were made to France, England, and Germany by the company last year.

To Increase Handle-Bar Output.

The Milwaukee Handle Bar Co. has just completed arrangements whereby last year's output will be doubled. The concern has recently removed from its old plant on Sixth street to a new one on Cedar and Seventh streets. The present plant is a large one and is situated in a manufacturing district. Considerable new machinery has been placed in position and work on the '98 product will begin with a full force within a week or so.

W. T. Wallthal, Jr., a well known local newspaper man, together with Frank A. Hall and Arthur Pew, has organized the "E. Z." Polish Co., with headquarters in this city. Quarters have been secured on Third street in the center of the city. Privilege has been granted for the handling of the polish in the United States. Although the firm has been in existence here only a short time, a large amount of business is being done.

A Rumor Denied.

A report reached this city from Madison, Wis., last week to the effect that the D. D. Warner Co., of that place, manufacturing bicycles, had been forced to the wall. Upon request of the Bearings representative, a newspaper man of that city answered a query regarding the company as follows: "Mr. Warner is out of the city at present, but B. W. Park, secretary and treasurer of the company, said that everything was in running order and that the firm was all right so far as he knew." It was said that the company had been having a hard time collecting and was without funds. It was also said that Mr. Warner will not be connected with the business if it is in the field next season. This, however, has been denied.

George H. Schmidt, who for several years was connected with the Julius Andrae & Sons Co., and who was the winner of the Waukesha road race three years ago, has started in the bicycle business. Mr. Schmidt has secured a location for a store and repair shop, at 785 Twelfth street, and as his specialty will make wheels to order.

The Standard Bicycle & Repair Co. has been organized and is now located at 155 West Water street. C. H. Markey is at the head of the firm.

Excellent Season for the Stearns.

"Dick" Biard, local agent for the Stearns, said that business during the season has

been excellent, better, in fact, than he anticipated. Regarding next season he said: "I expect to have a complete line of new wheels in by January 1, not before that, as the Stearns company will not place any wheels on the market before that time. You see, we will have several new features on the machines and can not afford to bring them before the public before nearly all other makes are out." Mr. Biard has without doubt the best equipped repair shop in the city.

E. A. Clifford, the ex-racing man, and who has the distinction of being the first man in this city to ride a high gear, and who now conducts a bicycle factory on the South Side, has made provisions to increase his stock of wheels. Among the features on his '98 machines will be a continuous fork and flush joints. The Clifford Special has been ridden to a great extent by racing men during the season.

League Company also Experimenting.

"Nothing especially new," said Mr. Fichtenberg, president of the League Cycle Co., when a representative of Bearings called. "You may say, however, that I have fully decided to experiment with a chainless, not because I think there is money in it, nor because I think I will manufacture a large number of the machines, but because I think it is a fad, and should I be correct on the subject, I must make them, if only three or four. The possibilities are that we will make more. I have come to the conclusion that I am obliged to build them because everybody is interested in them, and nearly all large manufacturers are making them. I hardly like the idea of investing a few thousand dollars in them, when I am not positive they will be a success, but I will at least see what can be done." The regular force is not at work in the factory as yet, but it is expected that everything will be in readiness for a full force by the middle of the present month. Several new pieces of machinery have been placed in the plant within the past week or so. One of the members of the firm said that 1,000 wheels would be placed on the market by January 1. A sample of the '98 machine can be seen daily on the streets, mounted by one of the office employees.

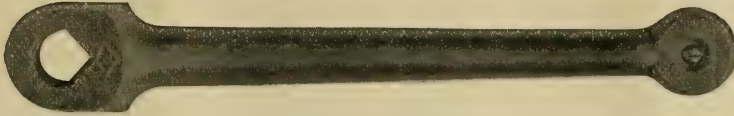
Andrae & Sons About to Resume.

It is expected that the Julius Andrae & Sons Co. plant will be in full operation for '98 work within the next few weeks. At present only about half of the regular force is at work. F. Terry Andrae left for the east a few days ago to be gone a week or two. His trip will be for both pleasure and business. His intention is to visit some of

*** DO YOU WANT ***

BROACHED CRANKS?

ANY SHAPE HOLE, TAPER OR STRAIGHT,
ROUGH CUT OR TO GAUGE.



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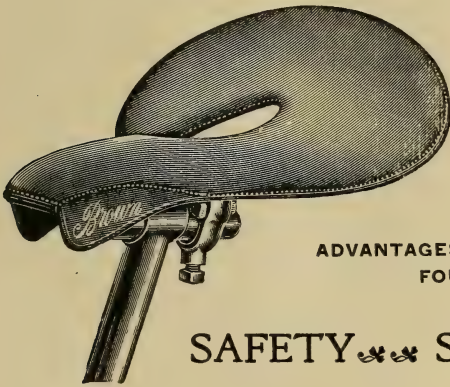
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BROWN SADDLE CO., Elyria, Ohio.

Mention Bearings



R. B. McMullen
Co.,

United States Agents
CHICAGO.
NEW YORK.

the large tube mills. The Andrae people did an excellent business during the past season, and the prospects are for equally good trade in '98. Their wheels have come to the front in many large races, and their tandems and triplets have also been favorably commented upon. Their quad has been an attraction in the east as well as in nearly every city in this state where a race meet was held. The 1898 machine is out on the road, and it will be a short time only before the market will be flooded, "not too strong, but just enough to supply the want," as H. P. Andrae puts it. It was said by one of the members of the company that only twenty-seven wheels of the medium grade, and less than 100 wheels of high grade remain on hand from the season just passed, and the majority of them will be sold before the season closes entirely.

Smith & Sons' Immense Sundry Trade.

A full force is now at work on the 1898 material in the C. J. Smith & Sons Co.'s plant. The expected large demand for cycle sundries by officers of the company have induced them to purchase another large addition to their plant on Clinton and Park streets. Last year the company built a five story addition, 200x50 feet, to its original plant, which was 160x50 feet, five stories high. These two buildings were used to their utmost capacity but the company now needs another addition which was purchased recently, as the other structures were too small to accommodate the demand for next season in cycle sundries. The pedal and hub department will be enlarged considerably, as business on those fittings has been exceptionally good. At present the company is busy on '98 tools, and will begin the making of sundries in a week or two.

Sanger to Go into Business.

It is very likely that Walter C. Sanger, the racer, will establish himself in the bicycle business in this city next season. In conversation with a Bearings representative a few days ago, Sanger said that he did not expect to do any more racing after this year. "I was to ride a match race with Bald in Racine, but because we would not ride at night the officials declared the race off, after they got all the free advertising out of us. Yes I expect to remain home now and assist

in taking care of Walter Sanger, Jr., who came into our household a short time ago. I earned a rest and will take it the coming winter. Regarding next season, well, I can hardly say anything definite, but the chances are that I will either act as agent for a large eastern bicycle firm or take hold of a wheel on my own hook." Sanger would no doubt make a success with an agency in this city. He is well known, in fact everybody in the cycling fraternity knows him, and with a little persuasion he could induce the majority of his friends to purchase from him.

Lake Cycle Co. Sold.

The fate of the old Telegram company, recorded several months ago, has overtaken the Lake Cycle Co., which occupied its plant until recently. The plant which at one time was considered one of the best in this city, is now a thing of the past. Last week the Wisconsin Machinery Co. purchased all the machinery, boiler, dynamo, and everything pertaining to the factory from the First National bank, through the latter's agent, E. E. Alexander. It appears that no such company as the Lake Cycle Co., ever existed, but instead, one man, Frank Tannenhauser, rented the machinery from the First National bank, which owned the plant. He bought all the loose stock that could be found and manufactured bicycles. These he sold and quit the business. There are about 100 wheels in the shop which are owned by the bank and will be placed on sale.

Creditors Will Receive Little.

Assignee Edward Roth, of the Juneau Cycle Co., who has been ill for the past two weeks, is again out and attending to the winding up of the affairs of the concern. It is Mr. Roth's intention to use up all the stock in the plant which will make in the neighborhood of about 100 wheels. According to the present outlook it seems as if the creditors will realize little if anything. Joseph Cordes, who was formerly connected with the Telegram company and who was a member of the Juneau cycle firm, has not decided what to do. It is said, however, that he has backers who will aid him financially providing he will start another factory.

OSCAR H. MORRIS.

RECENT PATENTS

Erwin's Bicycle Outriggers.

Fig. 1.—590,568.—Bicycle attachment; J. B. Erwin, Milwaukee, Wis.; application filed April 15, 1896; serial No. 587,647.

To each of the rear fork arms is secured a bracket F, to which is pivoted forks D, carrying wheels A and A'. A spring L (Fig. 1^a) serves to keep the wheels in normal depressed position and to maintain the bicycle in an upright position when the rider is not on the same. These supporting wheels are for the purpose of giving the inexperienced rider confidence, and of supporting him in case of accident. As the machine inclines to one side or the other the stirrup L will give, but the machine can not tilt beyond a point of safety.

Rankin's Bicycle Bell.

Fig. 2.—590,593.—Bicycle bell; W. G. Rankin, Providence, R. I.; application filed January 25, 1897; serial No. 620,504.

A bracket F is secured to the front fork and carries an arm E, in which is journaled a shaft L, carrying a gong at one end and a friction roller at the other, the latter being located just above the wheel. A spring normally keeps the roller off the wheel, but it may be made to engage therewith by pulling on the cord d. The arm E carries also a clapper K (Fig. 2^a), while the gong has several projections n. When the roller is pressed against the wheel the revolution of the wheel causes the gong to revolve and the projections n, striking against the clapper K, cause a ringing sound, which answers the purpose of an alarm.

Campbell's Support.

Fig. 3.—590,609.—Support; G. L. Campbell, Kinsman, Ohio; application filed August 14, 1896; serial No. 602,780.

To the fork of the front wheel near the axle is attached a plate 4, having an arcuate slot 10. Pivoted to the plate is a support 11, and pivoted to this support is a rod 13, attached at its upper end to a lever 22, fulcrumed at 16 to the fork and having a handle at 25 and a lock at 27. The leg 11 may be thrown down by manipulation of the lever 22, and the wheel will be prevented from turning by the lock 27.

Simons' Improved Adjustable Bar.

Fig. 4.—590,672.—Handle-bar; A. B.

Simons, Buffalo, N. Y.; application filed May 18, 1897; serial No. 637,052.

This handle-bar is formed in two sections joined by a piece C, having cups c for the reception of the sections and a joining neck c'. The stem of the handle bar has a sleeve portion D, within which the part C is received. The handle-bar is screwed into this sleeve and is held therein by a shoe G (Fig. 4^a), which closes an opening in the upper surface of the sleeve and rests on the top C. A bolt I passes through a conical block k (Fig. 4^b), and through the shoe G, the end of the bolt just above the shoe being threaded. The stem is split as at l, where the conical nut engages. Having arranged the handle-bar in a desired position, the nut j is screwed up. This draws the block up and presses the split part of the stem against the fork stem, securing them together, and it also clamps the shoe G against the handle-bar, holding it firmly.

Matthews' Simple Pedals.

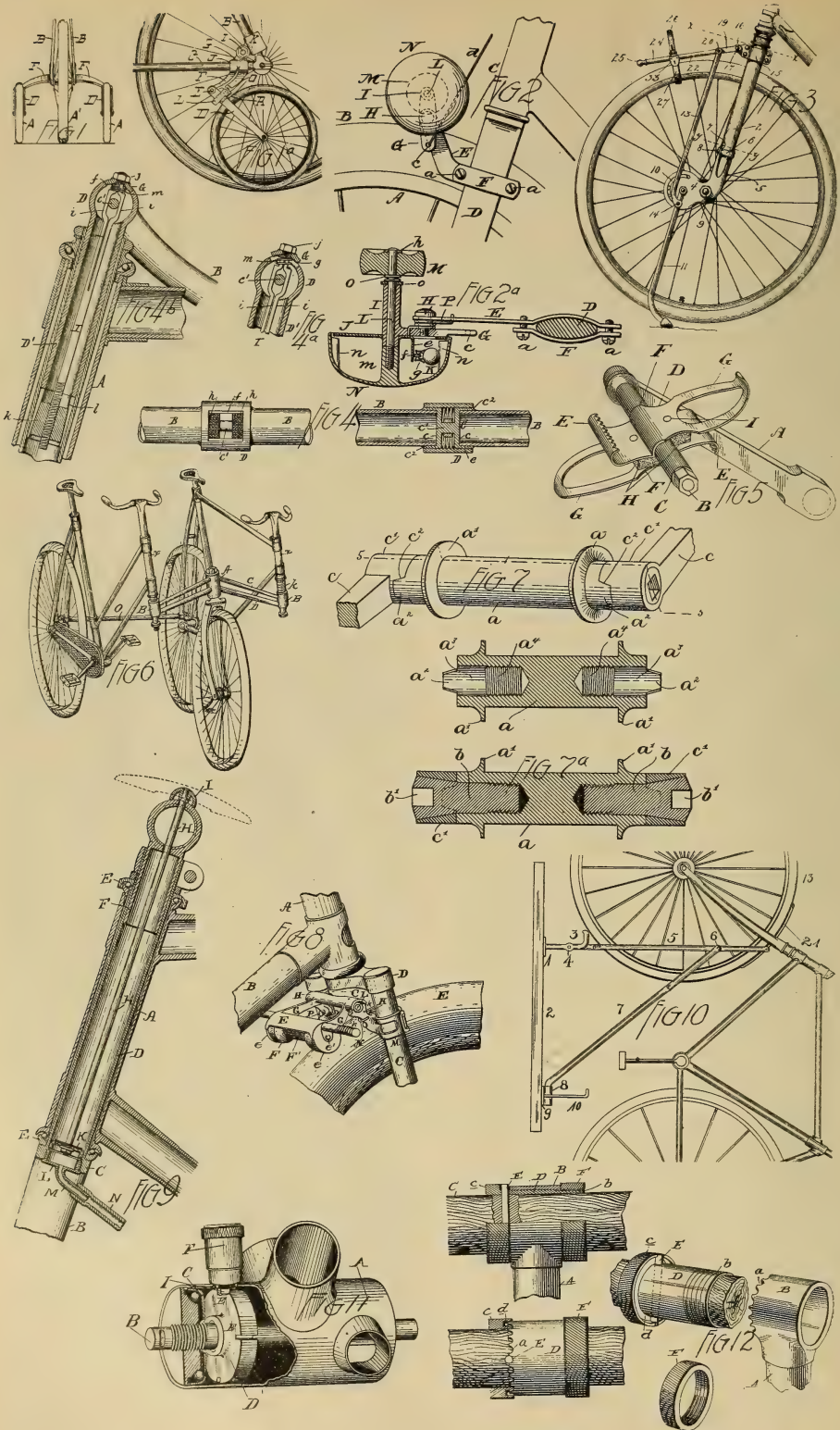
Fig. 5.—590,685.—Pedal; M. Matthews, Bracondale, Canada; application filed October 21, 1895; serial No. 566,408.

A combined spring pedal and toe-clip is here shown. Upon the usual pedal spindle are arranged two metallic foot pieces D, the forward ends being shaped as toe clips while the rear ends are upturned and have serrated edges for the reception of the sole of the rider's shoe. One of these foot pieces is arranged on each side of the axis of the spindle and blocks of rubber or cork are placed between the two. Whichever side of the pedal is uppermost, a toe-clip and flange are sure to be in position to engage with the foot.

Peugnet's Cycle Connection.

Fig. 6.—590,687.—Connection for bicycles; M. B. Peugnet, Cambridge, Mass.; application filed April 5, 1897; serial No. 630,808.

This device is designed to so join two bicycles that their seats may be arranged side by side and the vehicle so constructed as to be, in all essential particulars, a tricycle adapted to be ridden by two persons. To this end, the forks and steering wheels are removed from two bicycles and their heads are joined to a third central head by the bars C and D. The head A carries a



fork in which may be journaled one of the wheels which have been removed. The handle-bars in the two heads of the bicycles are connected with the wheel in the central head A, that the steering may be readily effected. The two bicycles are joined at the rear by a bar O.

Alcorn's New Crank-Shaft.

Fig. 7.—590,695.—Crank-shaft; J. S. Alcorn, Waltham, Mass.; application filed November 24, 1896; serial No. 613,245.

To provide a strong and secure detachable connection between the crank shaft and the cranks, this device was designed. At each end the shaft is formed as a clutch member, having the teeth a^1 and a^2 at opposite sides of the axis of the body. Longitudinal cavities are formed in the ends of the shaft, and these cavities are threaded at their inner ends (Fig. 7^a). Each crank c has a hub c^1 , having recesses to receive the teeth a^2 , and when in position they are secured by means of bolts b, the hubs being substantially flush with the ends of the body portion of the shaft.

The Davis Roller Brake.

Fig. 8.—590,700.—Brake; E. and C. K. Davis, Indianapolis, Ind.; application filed October 17, 1896; serial No. 609,173.

By means of this construction, an elastic roller is brought into contact with the tire of the wheel and is forced by the pressure thus exerted on it against a hood of some unyielding material within which the roller is mounted. The construction is clear from the drawing and needs no detailed description. This brake is located just above the front wheel and is designed to be applied by the feet.

Turner's Steering-Head Pump.

Fig. 9.—590,732.—Bicycle; W. Turner, Providence, R. I.; application filed April 21, 1897; serial No. 63,180.

In this construction the stem of the steering fork is utilized as the barrel of an air pump. The handle bar is perforated for the reception of the piston-rod H, which carries the piston K. The fork-crown has an orifice through which the air may be conducted through a tube N to the tires. The piston-rod has a handle I, which conforms to the shape of the handle bar and its rounded upper surface is not inconvenient for the hands.

Pruden's Cycle Holder.

Fig. 10.—590,773.—Hanger; A. B. Pruden,

Brooklyn, N. Y.; application filed April 14, 1896; serial No. 587,540.

A convenient support for a bicycle is here illustrated. A base piece 1 is secured to the wall or other support. Hinged to a projection or hook 3 is a loop 5 having a curved piece 21 to receive the bicycle wheel. This loop is supported by a brace 7, hinged thereto and engaging a bearing 8 on the base piece. As shown, the front wheel is placed in the loop, when the bicycle will be held in an upright position on end and out of the way. By removing the brace 7 from the bearing 8 the loop may be permitted to fold close to the wall and be out of the way. The support may be attached to the dashboard of cars and to other vehicles on which bicycles are to be carried.

Clarry's Crank-Axle Lock.

Fig. 11.—590,803.—Lock; F. A. Clarry, Toronto, Can.; application filed February 15, 1897; serial No. 623,583.

The object of this invention is the provision of a device for locking the wheel or axle when not in use. To this end the crank axle is provided with a fixed collar or disc D, having a series of peripheral notches E. On the hanger A, just above this collar, a lock of some approved form is located. The latch passes through the hanger and may engage either of the notches E, which happen to be in proper position. By turning the sleeve F, a spring latch is made to engage the collar, a key being required to effect its release.

La Fave's Handle-Bar Clip.

Fig. 12.—590,894.—Handle-bar; J. H. La Fave, Toledo, Ohio; application filed March 1, 1897; serial No. 625,642.

This device was designed to enable the handles to be readily raised or lowered. The stem A has a cylindrical head B, having teeth a on one edge. The central part of the handle-bar C has a metallic sleeve D, exteriorly threaded at one end and having a collar with a groove at the other end. This sleeve is secured to the wood handle-bar by a diametrical pin E. The handle-bar is placed within the cylinder B, and the pin E is made to engage either one of the teeth a which may be desired. The nut F is then screwed on, when all the parts will be securely held in position, and the teeth a, being within the groove d, will be protected from the dust and at the same time concealed.

J. W. ANDERSON.

PEOPLE AND THINGS



The '98 Colton.

THE '98 COLTON.

Among the foremost in announcing its models and specifications for 1898 is the Colton Cycle Co., of Toledo. It is a matter of much pride for it to be able to give out its next season's features this early, for the Coltons have in their new machine at \$50 what will undoubtedly prove to be one of the best sellers in the trade. When general excellence and detail in construction are considered, the '98 wheel is pre-eminently the finest ever turned out by this company, not including the models that have heretofore sold at higher figures. As this model will be the best grade offered by the Colton company, it will readily be conceived that it is the policy of its official heads to go into the manufacture of wheels next year with the idea of making but a small margin of profit, and at the same time give riders and purchasers the benefit of good material and good workmanship. These wheels are now ready for the trade, and it may be stated that Colton enthusiasts will find in them several radical changes and improvements as compared with former years.

For a special feature the wheel will have a new handle-bar binder without bolt and nut, consisting of a split ring inside the inner tube. The seat post binder is made without splitting the tubing, and is considered quite a novel device by all mechanical heads who have seen it. Both front and rear forks are arched and are of flat tubing. The frame is of $1\frac{1}{4}$ inch tubing, all flush joints. Unless otherwise specified these wheels will bear the name-plate, "Toledo,"

being a very handsome design and a tasty ornament to the machine. Option is given on either Morgan & Wright, Goodrich, Vim, or Hartford tires, and on either Garford, Beck, Butler & Ward, P. & F., or Wheeler saddles. The frame is of cold drawn seamless Swedish steel tubing, $1\frac{1}{4}$ -inch in diameter, 22-gauge; $1\frac{1}{4}$ -inch tubing in head; rims are rock elm, interlocked; pedals are of the standard '98 patterns, rat trap and combination. Unless otherwise specified black enamel is furnished, although maroon or green can be furnished with aluminum ornaments. Heights of frame are 22, 24, and 26 inches; wheels, 28 inches. Grips are of cork with embossed ends and silver tips. Crank and axle are two piece, of best quality drop forged steel, $6\frac{1}{2}$ inches long; weight of wheels, 23 and 24 pounds; bearings are three point; tool steel cones, hardened in oil and dust proof; hubs are turned from one solid piece of steel, barrel pattern; saddle post adjustable; seamless tubing; spokes, tangent, swaged; chain $\frac{1}{4}$ -inch, latest B-shaped hardened blocks and flat links; yoke, barrel pattern, self oiling, and no flus- ing of yoke with oil; tread, $4\frac{3}{4}$ inch; gear, optional; fork-sides, best quality brazed steel; oilers, spring and ball pattern; handle-bars, second growth hickory or steel, reversible and adjustable; forged connections; sprockets, large, 16 to 24 tooth; chain adjusters, drop forged. The men's and women's models are to be known respectively as Nos. 10 and 11, listing at \$50. The ladies' wheel is practically the same as the men's, with the single exception of the

I MOMENT, PLEASE!!

Have you received a sample of our

CONTINUOUS FORKS?

If not, we will take pleasure in submitting one for your inspection. The QUALITY and FINISH will be found up to our usual high standard. They will make a DRAWING CARD for '98. If desired we can furnish these forks TAPERED GAUGE or REINFORCED.

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THE STANDARD
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QUALITY==
UNEQUALLED

THE SHELBY STEEL TUBE COMPANY,

Main Office and Works, Shelby, Ohio, U. S. A.

Eastern Office and Wareroom,

144 Chambers St., New York.

European Office and Wareroom,

29 Constitution Hill, Birmingham, Eng.

Western Office and Wareroom,

135 Lake St., Chicago, Ills.

frame height, 22 inches. The drop frame is graceful and strong, with dress guards and chain of the newest pattern. The most noticeable features over last year are the arched front and rear forks, new handle-bar binder, self-oiling yoke, and simplified seat-post binder.

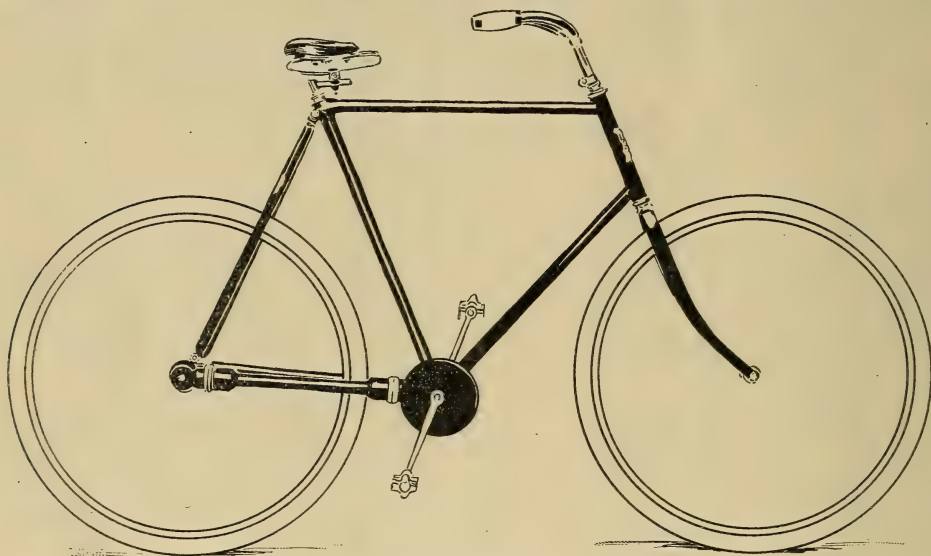
THE DEMOREST CHAINLESS.

The main difficulty to overcome in the manufacture of chainless bicycles has been the liability of the gearing to get out of true and consequently causing the wheel to run hard. In its new non-rigid shaft and frame, the Demorest Mfg. Co., of Williamsport, Pa., seems to have the solution of the problem. This non-rigid shaft and frame

\$70,000, and will be further increased to \$100,000. The company will enter the market for high-grade trade in the pedal line and other bicycle sundries. This is in addition, of course, to its well-established business of twenty five years' standing of watch tools, special machinery, and mechanical specialties.

The reputation of the American Watch Tool Co. extends not only over the United States, but throughout the world. It goes without saying that the new company will maintain in its new line its past high reputation.

Mr. S. A. Barton will be the general manager of the company. Mr. Barton is well known as the general manager of the



The Demorest.

permits the gearing to get slightly out of true without impairing the running qualities of the machine. Practical tests have shown this to be true and the company has the assurances of many prominent mechanics that the wheel meets all requirements in the line of chainless bicycles. The appearance of the machine is neat and trim, while the case which incloses the running gear improves rather than detracts from the looks of the wheel. Models will be on the market in a short time, when the trade and public will have an opportunity of testing the machine.

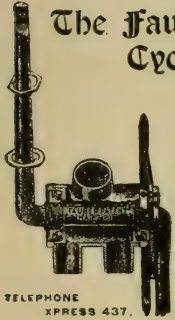
IMPORTANT DEAL CONSUMMATED.

The Cycle Improvement Co., maker of the well-known Janney pedal, has become a part of the American Watch Tool Co., of Waltham, Mass. The capital of the latter company has been increased from \$40,000 to

Thomson-Houston Electric Co. for the eleven years of its existence before its consolidation with the General Electric Co. Mr. Barton therefore brings to the new combination business acumen and power of organization which did so much to give the Thomson-Houston Co. its great success.

The pedal factory will remain for the present at Westboro, and will be under the management of F. P. Clement, who has conducted the affairs of the Cycle Improvement Co. up to the present time. W. A. Gray, who was the secretary of the Cycle Improvement Co., remains as the traveling representative.

The company has also bought out the Perry Cycle Seat Co., of Leicester, Mass., and will add to its line a new saddle clip which has been most favorably received. This is the invention of R. W. Perry, of Leicester, Mass., and on which patents are



TELEPHONE
XPRESS 437.

The Fauber Crank Axle Cycle Fittings



TRADE MARK

Terms: Unless satisfactorily rated, Orders must
be accompanied with Draft, Express,
Cash P. O. Money Order or Registered Letter

W. H. Fauber

Manufacturer

70 to 74 West Jackson, Corner Clinton Street

Chicago, Sept. 7, 1897.

To the Trade:-

In order that my position may be clearly understood by every one, and as a warning to any who may be inclined to infringe my rights, I wish to make the following statement regarding the Fauber Crank Axle Patents.

By referring to the United States Patent Office, it will be found that these patents are pioneer, and cover one-piece crank axles of every practical construction.

Immediately following the issue of the original patents, in 1893, advertising was begun in the leading trade papers, in order that the public should become familiar with the construction of these axles.

The cycle public generally, at once endorsed this axle as a marked improvement in bicycle construction, and believing that at an early date it would be brought into general use, I at once secured foreign and other United States patents.

In view of these facts, -and, further, that the foreign patents have been kept alive, and the development and manufacture of these cranks persistently followed, I believe that I am justly entitled to all rights under these patents. This is further evidenced by the large number of licenses which have been issued to many of the largest manufacturers in the country.

All manufacturers will appreciate the fact that these patents have been generally recognized as covering the one-piece crank axle. For this reason I believe it will be a profitable specialty to those who will use it legitimately.

I intend to protect my rights in this matter, and therefore warn all infringers that I shall hold them liable.

After carefully considering all the facts and circumstances in connection with the original patents and other patents on crank axles and hanger parts, still pending, it is the opinion of experts, that the Fauber patents rightfully control all one-piece crank axles.

Yours very truly,

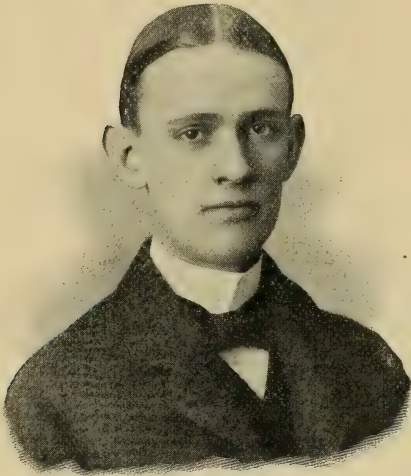
W. H. Fauber

now pending. Mr. Perry has also invented a saddle which can be adjusted to any width, and a special pommel. All of these articles show a great deal of inventive genius. Mr. Perry enters the employ of the American Watch Tool Co., and will have direct superintendence of the saddle parts.

The American Watch Tool Co. will manufacture three lines of pedals—the Standard-Adjustable, the new Janney for '98, and a pedal to meet the demand for a good and yet lower priced article, the last being known as the Waltham pedal.

F. M. CAMERON.

The Boston Woven Hose & Rubber Co. seems to have the faculty of securing the aid of particularly bright young men in the conduct of its business. Among those who



F. M. CAMERON.

are prominently connected with the concern is the enterprising young man whose countenance graces this page, F. M. Cameron. He has been with the Vim company for the past season and previously acted as manager of the Barnes agency in Chicago, almost his first connection with the bicycle business.

MOTOR CARRIAGES.

The motor carriages manufactured by the Pope Mfg. Co. seem to have come to stay. A pamphlet, with direction for the care of the carriage, and a complete list of the localities at which the electric batteries may be recharged, has just been issued by the company, and, while an advertisement, makes most interesting reading.

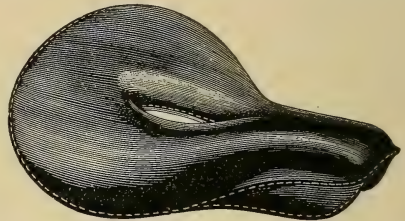
The motor of the Columbia carriage has been especially constructed to stand heavy overloads for steep grades and bad surfaces

and to give the greatest possible efficiency with the least possible weight. They will run, without recharging, about thirty miles on good roads, and will ascend hills of a high grade of fifteen feet to the hundred at about four miles an hour. The mud and snow of the ordinary city street does not retard them to any appreciable extent. Traction devices are furnished by the company for using the carriage on snow or ice.

The batteries can be recharged without any alteration or reduction of current from any 110 volt direct current such as is supplied by the Edison light stations common in all the principal cities in the country. The recharging is a matter of only a few minutes and of very little trouble.

P. & F. SADDLES.

A full line of bicycle saddles, made under its own patents, is what is offered to the trade by the P. & F. Mfg. Co., of Reading, Pa., and the line is such that it must be a fastidious maker, indeed, who would not be proud to fit them to his products. The saddle, which is certain to come into prominence in '98, is made with the air cushions placed where the weight of the body rests. These cushions can be ridden without air as they are made of heavy rubber. The majority of pneumatic saddles will blow out at the nose, but such an occurrence is an

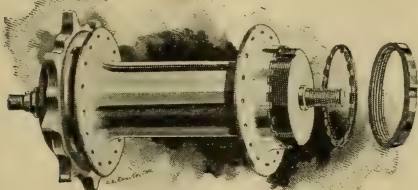


impossibility in the case of the pneumatic pommel saddle, which is destined to be a favorite among the riders, and, of course, among the tradesmen. The fact that the firm makes twenty six styles of saddles and three styles of tool-bags, is proof positive that it understands the manufacture of these necessary articles. The line includes hygienic and padded saddles in all styles, weights, and colors. The company is also the maker of the now famous P. & F. pedal, which is being so extensively used throughout the country. A Bearings representative who went through the factory was surprised to see the expensive machinery that is needed to turn out first class saddles, but the fine, up-to-date machinery which the firm has added to the factory enables it to turn out the finest goods at moderate prices. The proof of the assertion can not be better shown than by writing for price lists and

other information which will be cheerfully given.

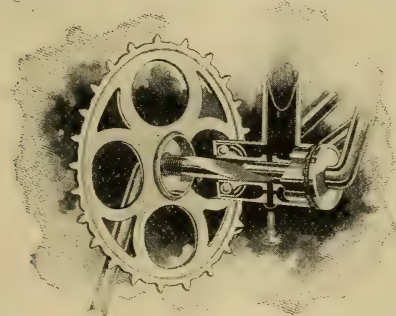
SHIRK HUBS AND HANGERS.

The Shirk Co., 14 Custom House place, Chicago, will make hubs and crank hangers for the '98 trade. The new Shirk hub has many new features. The hub shells are turned from a solid bar of cold rolled steel and the cups and cones from a bar of finest tool steel. In many bearings, cups are pressed in the hub and adjustment securing by screwing the cone in from the



The Shirk hub.

outside. The Shirk hub bearings are inverted. The cones are practically part of the axle and face outward. The cups are screwed in the hub and face inward. The cones are ground and polished after being pressed on the axle and are claimed to be absolutely true. A very important feature is that the cones are reversible or so constructed that each hub has two reverse cones. Thus delays are avoided, as when one is worn a perfect one is available by simply reversing the cone on the axle. Again, the cups being reversed and screwed into the shell, gives the widest distance



The Shirk crank-hanger.

between bearings. The adjustment of the bearings is accomplished without the use of tools.

In the Shirk crank hanger, the cranks and crank-axle are in two pieces, divided in the center of the axle, each constituting one piece with its crank. The divided axle fits together in the center of the crank hanger, and is held together by a sleeve of tool steel

screwed on with a right and left thread. The union of the two cranks is mechanically perfect, and when united they are, so far as strength is concerned, practically, one piece, yet both cranks and sprockets can be instantly removed from the machine without disconnecting the chain or disturbing the adjustment of the bearings. The sprockets are detachable for change of gear. The sprockets screw against the shoulder on the crank flange, and are held in place by a lock nut of opposite thread. Any one can make the change. It is simple and convenient, and annoyance of sprockets coming loose, or nuts, bolts, and screws being lost is obviated. The cones are a part of the sleeve, which is made of one piece of the finest tool steel. The cranks and crank axle are made from crucible steel. The tread is 5 inch and the distance between crank and ball cup is but 1-16 of an inch.

AN ORIENT CHALLENGE.

Editor Bearings: A few daily papers have made the untrue statement in their report of the Michael-Lesna race in New York on September 25, that either Lesna's pacemakers or their machines appeared to be slow. The very next day the absurdity of the statement came home and was followed by a just, and in some cases, a graceful correction. We have not less than half a hundred multicycles (from tandems up to the only ten seater in the world) now busy on the various tracks. These machines have proved their superior swiftness and strength so repeatedly that we hereby issue a challenge to a match race of multicycles on any suitable track in this country or in Europe, against any set of machines in the world. The details of such a match, such as time, riders, etc., will offer no difficulty and we are sure that the very novelty of a race of multicycles will make it a matter of general interest, beside proving the unapproachable qualities of our machines.

Yours very truly,

WALTHAM MFG. Co.

RELAY PLANS.

The Relay Mfg. Co. is very busy getting out samples and perfecting plans for '98 trade, which has a most auspicious outlook. The company has recently made arrangements with prominent dealers to handle its '98 wheels in Europe, South Africa, South America, Australia, Mexico, China, Japan, Zanzibar, Jamaica, and India. The company's traveling man has just returned from Europe, after completing arrangements with prominent cycle dealers in each section thereof for the handling of '98 wheels. The company has, in its recently obtained patent,

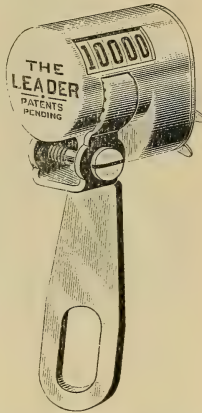
"You See the Balls" crank-bracket, which shows the balls through a celluloid cap, a most decided novelty, which, with its newly patented inside brake and improved rear chain adjustment, makes its line very much sought after.

In anticipation of a largely increased demand, it is making active preparations for an early season. The "You See the Balls" feature makes its line a distinctive one, and so many applications have already been received for the agency in this country that it is in the fortunate predicament of being able to make its own selections.

The company intends bringing out the Relay racer, Flyer, Special, ladies' Flyer, ladies' Special, and tandem, in addition to the tricycle carrier and tricycle carriage, which it has been placing so successfully during the past two seasons.

THE LEADER CYCLOMETER.

New ideas have been utilized by the Haney Mfg. Co., 286-292 Graham avenue, Brooklyn, N. Y., in the making of its Leader cyclometer that will be appreciated by the riding public. The special feature of the little affair is that it has no springs in its construction and consequently is almost impossible to get out of order. The figures are enameled, and are safe from the dampness that disfigures the face of the average cyclometer. A line on the star shows how to adjust it properly, while an arrow indicates the direction in which the wheel should turn. The bracket for holding it on the fork is entirely new, as it grips the cyclometer and holds it exactly in the position that is needed, without the possibility of working loose. Simple and easy to adjust, it will be especially welcome to the members of the fair sex. They are made up for 24, 26, 28, or 30-inch wheels, for miles, kilometers, or Russian versts, so they are an article for the world at large. Accurate, dust, and water-proof, the firm is sure it will give satisfaction, and will repair any broken ones free of charge.



A BIG SADDLE DEAL.

A. G. Spalding & Bros. announce that the Pope Mfg. Co. has placed with them an advance order for 25,000 Christy anatomical saddles, to be furnished with Columbia bicycles during the season of 1898 as an equip-

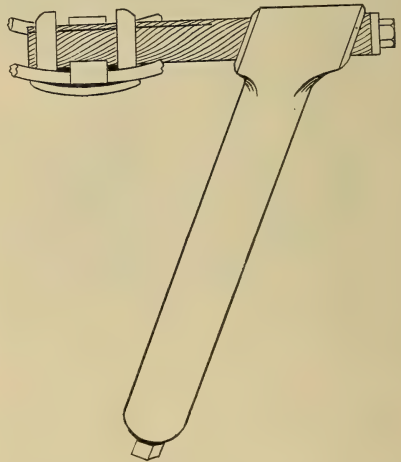
ment, without extra charge. This is certainly a tribute to the Christy anatomical saddle and to its merits.

During the year 1897 the Christy saddle was catalogued and offered as an option by the majority of high grade makers throughout the United States; in fact, last year might have been classed as a Christy year. One of the most favorably impressed with it was Colonel Pope. His company used it last year, and undoubtedly it must have proven itself an important factor in the sale of bicycles, or the present order for 25,000 would not have been forthcoming. Last year, A. G. Spalding & Bros. sold nearly 200,000 Christy anatomical saddles, and from the way the orders are coming in now from manufacturers who have adopted the saddle on their 1898 wheels, Mr. Spalding feels confident that during the year no less than 500,000 will be manufactured and sold.

H. A. Christy, the manufacturer of the saddle, is now busy on his plans and models for the coming year. The saddle will be greatly improved and have many attractive features that can not be found in any other saddle made. Of course, they will be to a certain extent minor changes, as the saddle will retain many of its anatomical features that have made it famous during the seasons of 1896 and 1897.

THE EXPANDER TEE SEAT-POST.

The Racine Malleable & Wrought Iron Co., of Racine, Wis., has something new and novel in its expander tee seat-post. There



is no brazing on the post, it adjusts to eight inches, and is easily changed from front to back and vice versa. The tee piece and stem are made of seamless tubing. To operate the post the tee piece is tightened from the bottom, which expands the tee and also tightens the saddle clip. The post

is adjustable without a nut or bolt being visible, making a neat finish. The clamp is all steel. There being no set screw on this clamp the seat can be lowered close to the frame. The company also makes regular seat-posts and saddle clamps for wire and flat spring saddles, handle-bar stems, compression clamps, frame connections, seat-post lugs, etc.

NEW DROP FORGINGS.

Progress is the order of the day, and that the D. Wilcox Mfg. Co., of Mechanicsburg, Pa., does not intend to be in the rear rank is shown by the new drop forgings it is adding to the complete line which it carries. A neat handle-bar clamp, a continuous crank, and a hollow fork-crown are the new pieces, and are turned out in the same quality that has made the firm's reputation in the past. Then there is the regular line of forgings, which includes every conceivable thing that can be made in this manner for a bicycle, including sprockets, solid and cut in all styles and designs; cranks, crowns, clamps, fork-ends, seat-posts, pedal forgings, and the well-known E. G. Letta's crank-shaft, which is being adopted by many of the makers. The catalogue in Russia leather binding tells the story, and should be in the hands of every bicycle maker. It can be had for the asking.

WILL PROTECT HIS RIGHTS.

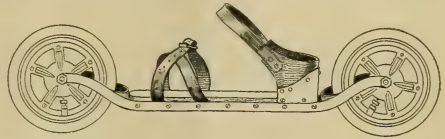
H. A. Christy, of Chicago, inventor and manufacturer of the Christy saddle, was in New York last week in conference with his patent attorneys relative to the prosecution of a number of infringements of the Christy saddle that are appearing on the market.

Mr. Christy said that he is the originator and inventor of the now celebrated Christy saddle, and has spent a large sum of money in protecting his rights, not only in the United States and Canada, but in all the leading countries of the world, and he now purposes to maintain the rights that he is entitled to, and has instructed his attorneys to vigorously prosecute any saddle manufacturers who attempt to infringe his rights. He has several suits now pending against infringers, which are being aggressively prosecuted to a final hearing in court. He now purposes to hold bicycle manufacturers and merchants responsible for selling saddles that infringe his patents. He believes that he has an invention in the Christy saddle that is valuable to himself and the trade generally, and also appreciated by many bicycle riders who would have been obliged to give up riding if a correct anatomical saddle, such as the improved Christy saddle, had not been brought out.

He says the Christy saddle has been universally approved and recommended by the medical profession of this and other countries, and this fact, together with the popularity of the saddle and the liberal way it has been advertised, has created a business that he is bound to protect.

A BICYCLE SKATE.

Charles S. Ellis, 90 East Ohio street, Chicago, has invented a bicycle skate. As may be seen by the accompanying illustration, it has at each end a seven-inch metal wheel with pneumatic tire. The foot rests upon a



support between the two wheels and is held in place by straps. The footrest is but $2\frac{1}{2}$ inches from the ground, being below the center of gravity. The weight of the skate is five pounds. Mr. Ellis claims that with his device a skater can travel as fast as a bicycle and with less exertion.

A SUCCESSFUL FIRM.

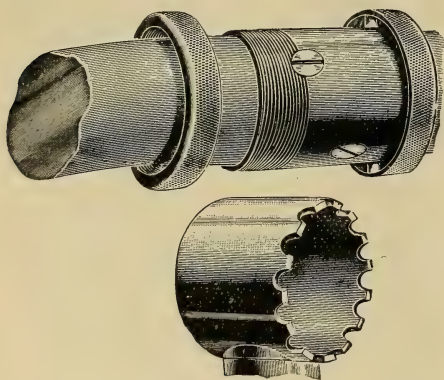
After a thorough study of the field, R. H. Wolff & Co., Ltd., have outlined their policy for next season, the details of which they are not ready to divulge. With the assistance of the reputation already secured, the makers of Wolff-American high art cycles expect to do a larger business than ever during '98. Recognizing no leader, they will pursue a policy strictly their own and on somewhat different lines than heretofore. Conservative in their methods though they be, R. H. Wolff & Co. have never lost an opportunity which presented itself to spread the fame of their product. They have the advantage of over twenty-five years' experience in the steel and steel wire business. That experience has stood them in good stead in producing Wolff-Americans, the strength of which has received substantial recognition by the adoption of that wheel as the official mount of the police department and street cleaning inspectors of New York City. Their plant is a thoroughly up-to-date one covering four acres of ground right on Manhattan Island. It is equipped with the very latest machinery for turning out parts. Skilled workmen who have made a study of steel are employed in the factory, and devote their time to testing the material used in constructing Wolff-American bicycles. If it does not come up to the high

standard required, it is instantly cast aside. Not alone in quality but in distinct improvement the Wolff-American has attained prominence in the cycle manufacturing world. Tubular hubs were first brought out on the Wolff-American, while self-oiling bearings and eccentric chain adjustment are other exclusive features.

Next year will be no exception to the past seasons of the Wolff-American, and several new features will be embodied in the '98 models. What they are is as yet a matter of conjecture. It is at present the intention to have the new models of the Wolff-American make their debut simultaneously in all sections of the country. A large force of representatives will start on the road at the same time, and as Wolff-American representation is regarded as very desirable by first class agents, their work will not be laborious. All of last year's agents have affirmed their willingness to renew, and few, Messrs Wolff & Co. say, who will be approached, will be able to resist the seductive line which will be shown.

THE LA FAVE CLIP.

One article of undoubted merit to be pushed vigorously next season is the La Fave clip and handle-bar, recently secured by H. D. Wood, and which is to be manufactured on an extensive scale in the Chandler building, Toledo. This building has always been well adapted for manufacturing, having been built especially for that



purpose, and being centrally located will be an advantageous site for the La Fave clip. The industry is to be continued under the name of the Wood Mfg. Co. headed and managed by Mr. Wood.

As to the product to be manufactured, it has features that have found ready favor in the trade, and it may be prophesied confidently that Mr. Wood will meet with the same measure of success as attended the efforts of Messrs. La Fave and Wolpert this

season. Handle-bars are of wood or steel and are adjustable to any position. No wrench is needed and therefore no unsightly nuts, since the adjustment is made by hand. Each position is made absolutely secure by a clutch-lock, which does not cut or mar the wood bar. Every part of the clip is steel, no castings, and finally it is claimed that it is the quickest and most secure adjustment yet introduced to the trade. Nothing but selected second growth hickory stock is used for the bars, and by the La Fave patented process of securing steel sleeve to wood bar, it is impossible for it to work loose in riding, and the result is a grip that has perhaps never before been attained on wood bars. A man, woman, or child can adjust it at any time, and expert riders can do so while riding their wheels. The process is this:

In turning the bar from the wood a space about $2\frac{1}{2}$ inches in length at the head or center of the bar is left at a diameter of $1\frac{1}{4}$ inches. Then, after the bar is bent, this diameter is reduced to a trifle over 1 1-16 inches by hydraulic pressure. It is then made perfectly round, and a steel sleeve, the diameter of which is 1 1-16 inches, is forced onto the center of the bar. This steel sleeve is screwed to the bar by one steel pin 3 16 inch in diameter, passing entirely through the bar and sleeve, and held by four screws. A hole for the steel pin is drilled small so that the pin is a driving fit, and screw holes are spun in the sleeve (not counter-sunk), the metal thus being forced into the wood, making an additional grip of the sleeve to the compressed wood bar, and the screws are turned in. On account of the bar at the center (within the steel sleeve) being compressed 3-16 inch, bringing its original diameter of $1\frac{1}{4}$ inches down to 1 1-16 inches, the result is that the bar in the sleeve is always inclined to swell, thereby preventing a shrinkage which appears after use in similar bars, and which invariably causes the bar to rattle and slip in the clip and necessitates repair.

The La Fave people make but one quality of bar, and they are all turned out as herein described and guaranteed in every part. The company, headed by Mr. Wood, has abundant means behind it.

THE KELLY BAR.

The Kelly Handle Bar Co. having outgrown its present quarters, is about to remove to the plant of the Dangler Stove Co., on Perkins avenue, where a new addition is being built for its occupancy. Last year's business with this popular bar was most successful, the entire output, 60,000 bars, being easily disposed of. No radical

change will be made in the style of the bar for next season, except that all joints will be flush, instead of offset as at present. This result will be obtained by the electric welding process controlled by the Standard Tool Co., of Cleveland. Only three styles of bar will be made and all will be 19 inches in width, as a wide bar seems to be in favor again. Mr. Kelly has just returned from an extended eastern trip where he made calls upon most of the large manufacturers. Good orders were secured and some of the concerns visited will use the Kelly exclusively next season. A western agent has been appointed in the person of C. F. Suedeker, of 293 Wabash avenue, Chicago. He will cover the entire territory west of Toledo. The Kelly bar is not unknown across the water, but has never been pushed to any extent. The coming season the company expects to introduce it more thoroughly. The price for next year has been reduced to \$3.50. Half a million complete bars will be the output for '98.

THE TIRE GUARANTEE.

New York City, Oct. 6.—The Rubber Tire Association has adopted the following guarantee: "We agree with the purchaser of each tire to make good, by repair or replacement, at our option, when delivered to us, transportation paid, any imperfection or defect in material or manufacture of such tire; provided, that all such imperfect or defective tires shall be referred to us before any claim for repair or replacement shall be allowed. This guarantee does not include the free repair of punctures or other injuries. This guarantee expires on December 31, 1898. This agreement does not apply to tires into which any so called anti-leak preparation has been introduced."

LISTS AT \$100.

The Chas. S. Caffrey Co., of Camden and Philadelphia, is out with its '98 models ready for delivery. It is a chain driven wheel equipped with the easy running Lake anti-friction bearings. It is a thoroughly high-grade wheel and is listed at \$100. The Caffrey has become famous for its light running qualities and finished appearance and is inaugurating what promises to be a very successful year. The company's warehouses on Chestnut street, Philadelphia, were stocked last week and thrown open to the public. The wheels are attracting considerable attention, being among the first '98 models to be shown. A peculiar feature is the standard gear, 80 8 9 and 94 inches, which, the company claims, move with no more effort than is generally required to push a gear from ten to fifteen inches lower.

TRADE BRIEFS

The Indiana Novelty Mfg. Co. has contracted with the Pope Mfg. Co. for rims and guards for Columbias and Hartfords for 1898.

Traveling salesmen and others in the cycle trade visiting Charleston, S. C., will find a copy of Bearings on file at the offices of the wholesale department of the Southern Cycle Supply Co., Nos. 287 and 289 King street.

The Oriten, the famous ten-seated machine, is the guest of Manager Gash, of the Chicago branch of the Waltham Mfg. Co. this week. The big machine has attracted thousands to the store, and in consequence Orient stock has gone up.

The Wheeler Saddle Co., Detroit, will remove October 10 from its present quarters, 191 West Larned street, to the new Case building on West Congress street. The new quarters will give the company much more room, besides being more conveniently situated.

S. A. Campbell, who has been with the Keating Wheel Co. for the past two years, looking after their interests in New York, Pennsylvania, and New Jersey, has resigned his position with that company and has accepted a position to cover the same territory with the Eclipse Bicycle Co., of Elmira, N. Y.

The H. T. Hearsey Cycle Co., of Indianapolis, is about to issue its sundry catalogue for 1898, and is desirous of listing a complete line of parts and fittings, as well as a full line of bicycle sundries. The company would like to correspond with any one having anything new to offer in the above lines.

The I. C. valve for pneumatic tires, which is owned by J. F. Ives, of Cleveland, representative of the National India Rubber Co., of Providence, R. I., is to be pushed for all it is worth the coming season. It is being manufactured by H. B. Bright, of Cleveland, and marketed by the National Supply Co. The valve has been greatly improved for the coming year. It will be handled by such well known jobbers as Hartley & Graham and the John P. Lovell Arms Co.

E. C. Stearns & Co. have just received word from James Smith & Sons, their agents in Brisbane, Australia, that the recent Sandgate Brisbane road race for the famous Kolacene trophies was won on a Stearns racer by P. B. Svensson, a cripple with a wooden foot, who won first place from a field of thirty five starters over a rough eleven-mile course in 32:10.

TRADE HAPPENINGS

A Weekly Bulletin of New Companies Entering the Cycle Business, Removals, Failures, and Trade Changes of Interest to Manufacturers

Albany, Ind.—The Albany Mfg. Co., operating the Albany bicycle tubing works, has received an order from the Western Wheel Works, of Chicago, for 1,000,000 feet of cold drawn bicycle tubing.

Alexandria, La.—Roberts Bros., dealers in hardware, bicycles, etc., have been succeeded by a new firm composed of C. E. and G. A. Roberts. Propositions from bicycle manufacturers are solicited.

Alpena, Mich.—Lewis & Broad have opened a new bicycle plant.

Ansonia, Conn.—Royal E. Holbrook, dealer in bicycles, is reported attached and to have made an assignment.

Atlantic City, N. J.—The Smith Mercantile Co. has been incorporated for \$100,000 by E. M. Sweeney, W. T. Smith, and J. C. Reed. They will conduct a bicycle business on a large scale.

Aurora, Ill.—Smith & Keen have disposed of the balance of their stock of bicycles and bicycle sundries to Kewanee parties.

Bradford, Pa.—The stockholders of the Fairbanks Wood Rim Co., of this city, are said to be negotiating with the Boston Laminated Wood Rim Co., of Boston, for the purchase of the latter's entire plant for the manufacture of wood rims.

Brooklyn, N. Y.—McManus & Henry, bicycle dealers, are reported to have given a bill of sale for \$250.

Buffalo, N. Y.—The Buffalo Cycle Mfg. Co. has been incorporated by Charles H. Funnell, Charles W. Roe, Willis Brown, and William Rooke, of Buffalo. Capital stock, \$125,000.

Buffalo, N. Y.—E. S. Moore, bicycle agent, is reported to have given judgment for \$179.

Camden, N. J.—Fire has destroyed the bicycle cement establishment of George Bencke, of 1236 South Front street. Loss about \$1,000.

Catskill, N. Y.—Day & Holt are building a three-story extension to their bicycle store.

Chicago, Ill.—The Auxiliary Tire Co. has been incorporated with a capital stock of \$50,000, by Z. and A. S. Foster.

Chicago, Ill.—The Clover Cycle Co. has certified to a change of object of incorporation.

Covington, Tenn.—H. M. Moore, handling bicycles, has been succeeded by I. H. Lowenhaupt.

East Brookfield, Mass.—The apparatus of the Brookfield Cycle Co., recently assigned, is being sold.

Elkhart, Ind.—H. Brown has opened a bicycle repair store at the corner of Main and Jackson streets.

Faribault, Minn.—E. A. Bradenburg has purchased a half interest in the hardware business of J. C. N. Cottrell, and will add bicycles. The style of the new firm will be Cottrell & Bradenburg.

Florida, N. Y.—Crawford Bros., hardware dealers, will take up bicycles. They have recently enlarged their place of business.

Foxboro, Mass.—H. E. King has opened a new bicycle store on South Main street.

Holyoke, Mass.—The Warwick Cycle Mfg. Co. will add to its list of '98 a chainless wheel.

Indianapolis, Ind.—William Bird, Jr., agent for

the Rambler, has made an assignment to J. C. Ertel. The liabilities are \$1,500, with no preferred creditors; assets are \$1,000.

Leicester, Mass.—The business of the Perry Cycle Seat Co. has been sold to the American Watch Tool Co., of Waltham. The plant will be moved from Leicester, but will remain here for the present.

Louisville, Ky.—G. M. Allison & Co., handling typewriting machines and bicycles, have been succeeded by P. E. Allison, the firm continuing under the same style.

Lockwood, Mo.—Bird, Thumser & Co., selling hardware, bicycles, etc., have been succeeded by McDermid & Thumser.

Lynn, Mass.—E. F. Owen, bicycle dealer, has filed a voluntary petition in insolvency.

Massillon, Ohio.—John Gow & Co., bicycle agents, have opened a new store at 81 Main street.

Mukwonago, Wis.—The Mystic Bicycle Works, which cost \$10,000, were sold at assignee's sale for \$1,380. A party from Milwaukee was the purchaser and the machinery will be moved to that city.

Newark, N. J.—The Blauvelt Cycle Co. is reported to have given judgment for \$690.

Newport News, Va.—Holt & Watkins, selling bicycles, etc., have been succeeded by W. H. K. Holt.

New York, N. Y.—The Lenox Mfg. Co. has been incorporated with the following directors: Jacob Levy, Annie Levy, and Nathan Levy, of New York City, to manufacture bicycles and bicycle sundries. Capital stock, \$50,000.

Orange City, Iowa.—H. S. Marvin, handling hardware, etc., has succeeded L. E. Lewis and will add a bicycle department.

Pittsburg, Pa.—The Duquesne Tube Works have been placed in the hands of Edwin N. Ohl, as receiver.

Quincy, Ill.—The Electric Wheel Co. has certified to an increase of capital stock to \$50,000.

Saginaw, Mich.—The W. L. Marr Cycle Co. has contracted to build 227 bicycles for Chicago and Grand Rapids dealers, to be delivered by January 1.

Sharon, Mass.—Fred Bowers has opened a new bicycle repair store in the Workmen's building.

Tampa, Fla.—Messrs C. E. and W. J. Twitt, and H. W. Hovey have purchased the E. L. Perkins bicycle establishment and will continue the business at 108 Lafayette street under the name of the Tropical Wheel Co.

Thompsonville, Conn.—The Cleveland Bicycle Co. has decided to manufacture 50,000 of the 1898 pattern.

Torrington, Conn.—The Eagle Bicycle Mfg. Co., recently incorporated for the manufacture of bicycles, has decided to also manufacture motor cycles, horseless carriages, etc.

Trenton, N. J.—J. Denver Davies, selling bicycles, etc., is reported to have made an assignment.

Trinidad, Colo.—H. H. Jones has removed his cyclery to 109 Main street.

Tucola, Ill.—Bagley Bros., hardware dealers, have moved into larger quarters on Central avenue, and will add bicycles.

Union City, Mich.—Boll & Spring, dealing in bicycles, etc., have sold out to F. C. Boise.

Look out for '98

RELAY BICYCLES

NEW PATENTS

"YOU SEE THE BALLS."

Mention Bearings

RELAY MFG. CO., Reading, Pa.

DROP FORGINGS

are cheaper than

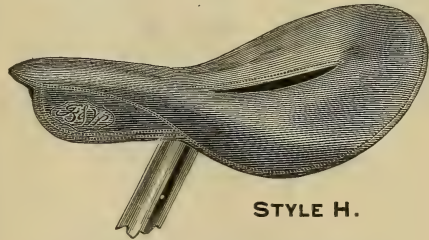
STAMPINGS.

Experience has taught us this.
Let us quote you prices.

J. C. SPEIRS & CO.
WORCESTER, MASS.

Mention Bearings

THE POPULAR B. & W. SADDLES



STYLE H.

Style H A is the same as H except that the top is padded between tree covering.

MANY OTHER ATTRACTIVE STYLES.

Write for catalogue.

BUTLER & WARD CO.
NEWARK, N. J.

SELLING AGENTS:
John Caldwell & Co., Chicago, Ill.
Elastic Tip Co., Boston, Mass.
Merwin-Jochum-Worth Co., New York.
Robert Malcolm Co., San Francisco, Cal.
Mention Bearings

INDIANA CHAIN CO.

INDIANAPOLIS, IND., U. S. A.

Makers of Celebrated Indiana Chains. Write for prices.

FOB mailed for 26c. No. 7



Mention Bearings

Vancouver, Wash.—W. E. Weigle has erected a new bicycle store.

Washington, D. C.—The Arlington Cycle Co. has been sold out.

Washington, Ga.—V. Richards, who recently bought out the Hine bicycle store, has opened a new bicycle repair store.

Westborough, Mass.—E. Burris, managing director of Humber & Co., has sold to John Wanamaker the retail stores of Humber & Co. at Fifth avenue and Forty-second streets, New York; Bedford avenue and Fulton streets, Brooklyn, and the Baltimore store and the 1897 Humpers now in stock.

Winder, Ga.—The Dabney Hardware Co. will add a line of bicycles and is inviting propositions from manufacturers.

Yalesville, Conn.—W. J. Cottrill will soon open a bicycle repair store.

The greatest discovery of the age.

A boon to wheelmen.

MAGIC

TIRE REPAIR

Guaranteed not to contain anything injurious to the rubber. Tires treated with this compound are made self-sealing, as it will

Effectually Close All Punctures As Fast As Made.

Is a sure cure for porous tires and fabric leaks. Write for descriptive circular.

Price 25c. Stamps accepted.

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Isabella Building, 48 Van Buren St., Chicago.



SOLID VESTIBULE TRAIN.

Daily at 9.00 p. m. from Chicago. New and elegant equipment, built expressly for this service. Train lighted throughout by gas. Tickets and further information of your local ticket agent, or by addressing: A. H. HANSON, G. P. A. Ill. Cent. R. R. Chicago, Ill.



Announcement.

Messrs. Frederick and Henry Mesinger, the inventors of the Mesinger bicycle saddles, beg leave to notify the public and bicycle trade that they have severed their connection with Hulbert Bros. & Co. and the Mesinger Bicycle Saddle Co., and henceforth shall be known as Mesinger Mfg. Co., who have now turned their efforts and genius to the manufacture of bicycle saddles of new design and origin, and will place on the market new surprises for the '98 trade.

Mesinger Mfg. Co.

1801-1803 First Ave.,
NEW YORK CITY.

FREDERICK MESINGER,
President.

HENRY MESINGER,
Sec. and Treas.

Mention Bearings

WANTED, FOR SALE, TO EXCHANGE.

Advertisements under this head, 5 cents per word. Checks, money orders, postoffice orders, or 1 and 2 cent stamps received. Cash with order.

WANTED—An experienced, practical, and technical superintendent for a modern cycle factory in Germany. Write stating salary wanted, experience, etc.; also send photograph to E. PALM PRENZLAUER, Allee 36, Berlin.

FOR SALE—Bicycle plant in New York City, fully equipped with the newest and best machinery for the making of all parts. Complete in all respects for the construction of finished bicycles, including nickeling and enameling plants. The product of this plant is well and favorably known both here and abroad. Will be disposed of at a very low figure. Address OPPORTUNITY, care Bearings, New York City.

TIRES, \$2.75 pair—Common sense hose-pipe, smooth or rough tread—guaranteed for \$3.50 pair. PHILADELPHIA MERCHANDISE CO., Philadelphia, Pa.

WANTED—Competent man as foreman in a drop forging plant. Must be experienced and have best of references. S. J. C., care Bearings.

TIRES—\$5.50 pair, express prepaid. Best '97's. Full warranty. MINERALIZED RUBBER CO., New York City.



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Codding Mfg. Co.....	16	McCready, B. W., Cork Co., The.....	16	Toledo Tube Co.....	16
Crawford Mfg. Co.....	17	Monon Route.....	13	Torrington Chain Co.....	16
Crosby & Mayer Co.....	9	Morse Mfg. Co.....	16	Warwick & Stockton Co.....	17
Elastic Tip Co.....	8	National India Rubber Co.....	7	Williams, J. H., & Co.....	945
Fairbanks-Boston Rim Co.....	14	New England Cycle Supply Co.....	14		
Fauber, W. H.....	955	Nye, Wm. F.....	14		
Fitchburg Steel Ball Co.....	15				



The wheel of '98 is illustrated and described on page 957. It is made by the IROQUOIS Cycle Works, 331 Wabash Ave., Chicago, who are prepared to talk business to good live agents.



START OF NEW YORK'S FAMOUS BOULEVARD--LOOKING NORTH FROM FIFTY-NINTH STREET.--SEE PAGE 891.

BEARINGS

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No. 11



pastimes are appreciated, and the time has come when it is now as much a mark of distinction not to ride as it once was to belong to the then exclusive set who pedaled. Then the cyclists were a class; now all classes are found awheel.

With its famous Boulevard, Riverside Drive, and Central Park in New York; the great Coney Island cycle path, Eastern Parkway, and Prospect Park in Brooklyn, as well as the smooth Merrick running out on Long Island, Greater New York has provided well indeed for the members of the rubber tire brigade.

New York's boulevard runs from Fifty-ninth street and Eighth avenue to Kingsbridge, a distance of about five miles, which is replete with interesting sights for the visitor. Over 100 feet wide, the boulevard is virtually two streets, being divided in the center by little parks that delight the eye of the nature lovers. These miniature parks, each a block long, and a pedestrians' path in the center are covered with flowers and trees. They are kept in repair by the city and signs on the trees state that they are guarded by the public.

Traffic is confined on either side of these strips, those going north using the right-hand side, while the other side is for those who are going the oppo-

Miles of well-kept roads, cycle paths, and asphalt streets; ideal parks, with unsurpassed scenery and places of interest; careful regulation of street traffic, with an efficient force of police to enforce the rules, and the city officials vying with one another to create benefits for those who wheel, make Greater New York a garden spot of cycledom. The increasing number of riders is proof positive that the advantages for indulging in the king of



The Circle at entrance to Central Park—showing Columbus monument.

site direction. Thus there is no danger of collision, and the bicycle police vigilantly enforce the rules. Then again there are signs that direct the rider as well as the driver, and no excuse could be offered for using the wrong side of the thoroughfare, which is the pride of the city. The Circle — spare the name, owing to recollections—is the beginning of the boulevard. The Columbus statue is the center of attraction here, and is surrounded by asphalt that is velvet for the cyclists. But it was not always thus, for New York's greatest disgrace, until about three months ago, was this selfsame Circle. For it was a

mudhole of the worst sort, being almost impassable, except it be by a strong rider. And it would still be the same, were it not for the Associated Cycling Clubs of New York and the local consulate of the L. A. W. These two organizations fought for months and finally brought such influence to bear on the subject that the work was finally completed. This was one of the very few cases where it had been difficult to convince the officials that such an improvement was necessary.

Passing up the boulevard, the rider keeps with the apparently never-ending throng, and views the big hotels,



Brooklyn bridge.

which face the street. They are to be seen all along the line, up to One Hundred and Tenth street, when the rider turns to the left for two blocks to the much-talked-of Riverside Drive. From here there is an inspiring sight of the Palisades, across the Hudson, on the Jersey shore. It is an extremely warm day when a breeze can not be had on the drive, and the throngs, which visit the spot on Sundays and holidays, make it interesting from the standpoint of the spectator.

Following the drive to the north portion, or end of it, the rider reaches Claremont, the resting spot of General Grant, in the tomb that was completed in the spring and



A rest at Columbus statue in Central Park.



Ocean Parkway, Brooklyn.



The arch at Prospect Park.

dedicated with one of the greatest demonstrations that has ever been held in the country. The tomb is on a bluff, overlooking the Hudson river—the Rhine of America—and can be seen by passengers on the river craft. Just to the other side of it is the Claremont hotel, the meeting place of the élite who cycle, and the headquarters of many of the cycle parades that are held on the drive. A little farther up the river the Lafayette Boulevard begins and continues for a

few miles, giving the rider a good view of the Palisades, for which the Hudson is so famous.

Central Park is so well known that a full description of it would be wasting valuable space. Suffice to say that it is the pride of a great city, which does not take pride in small things. The roads are always in superb condition, but the close proximity of the boulevard makes that roadway the most used. Still the park is always interesting to the visitor, containing the famous Zoo, with its animals, the speed oval for the scorchers, the public play-



The famous cycle path to Coney Island.

grounds, the pretty lake, handsome statues, and excellent scenery; all of which can not fail to interest the stranger. And yet New York City has many people, who have been residents all their lives, who have never seen these interesting things. And it is the same in every city, for there is some reason or other that results in a man seeing all the rest of the world, before the points of interest in his own city.

Central Park extends from Fifty-ninth to One Hundred and Tenth street, after which comes the Seventh and Lenox avenue boulevards, both well patronized by wheelmen. These lead to the north end of the city, after



On Coney Island's sands—Manhattan Beach hotel and track in the background.

which macadam roads lead the rider to Yonkers, Tarrytown, and the other small towns that are the residing spots of many New York business men.

Farther over to the right of the city, the favorite routes of the cyclists are Madison and Lexington avenues. Madison avenue is the most used, and gives the rider a chance to see the fine residences and clubs, to which Father Knickerbocker points with pride. The New York, Manhattan, and the Knickerbocker Athletic Clubs are the most famous, having hundreds of prominent New Yorkers on their rolls.

In the past, cyclists have had their troubles in trying to reach the out of town ferries, but the city officials have promised better routes to them, and as some of the work has begun, it is safe to say that a rider can reach a ferry next year, without balancing over a couple of miles of cobblestones that appear to have been laid in the antediluvian days, and not looked after since.

Much of this work has been done through the efforts of Commissioner Collis, of the Department of Public Works, who has shown himself to be one of the best friends the cyclists have in the great city.

Across the river, the City of Churches contains fully as many advantages for wheelmen as New York. The city officials have vied with one another in making improvements for the cyclers, and naturally the city has benefited by their efforts to curry favor with the voters who ride wheels. After crossing the Brooklyn bridge, the rider pedals over three squares of granite block through Liberty street, after which he crosses to Clinton street and thence has a smooth road for his ten-mile journey to Coney Island or even fifty-mile journey eastward on Long Island to Patchogue. Clinton street, Schermerhorn street, Nevins, Dean, and Flatbush avenues is the asphalt route to the park, and although requiring a few turns it is the most direct one.

Prospect Park, always a paradise to riders of the wheel, is probably one of the best kept public parks in the country. Good roads, excellent scenery, and many places of interest makes it a rendezvous for the cyclist. The entrance to the park is marked by the Sailors' and Soldiers' monument, which was unveiled a few years ago with great pomp and ceremony. Going through the park, there are many places of interest and the rider hardly notices the distance he has traveled before the other end is reached, and the famous Coney Island cycle path begins. At this point there is the famous Rendezvous, which is the gathering place of all those who are on the route to the Island. Former Commissioner Woodruff set aside a portion of it with racks for wheels and benches for the weary pedalers.

A new macadamized path has been made from the end of the park to the cycle path which lessens the danger of being



SERGEANT CHAS. D. KEMP, OF THE NEW YORK SQUAD.

struck by the trolley cars, which are constantly passing and brings one to the cycle path which continues for five miles and a half in a line that is as straight as the crow flies. The big boulevard, for horses and carriages, is in the center while there is a cycle path on each side; then a roadway for trucks, and then the pedestrians' path. No railroads are permitted to cross the surface of the boulevard, except one near Coney Island. All the others have had to make a tunnel under the roadway, which has done a great deal to preserve the beauty of the road, as well as to lessen the danger of accidents.

The path is an ideal one for the rider, being well laid and always kept in good condition. As the rider pedals along he sees inviting roads running off to the right and left which lead to various summer resorts and watering places. First is Fort Ham-

ilton avenue on the right which is a direct route to Fort Hamilton, an earthen and stone fortification on the narrows, and which is one of the many protections of New York. Then comes Eighteenth and Twenty-second avenues, which have been recently macadamized, so that riding over them is like riding on a track. They both end at the water's edge where Bath Beach is situated and which is a favorite stopping place for wheelmen. Here it is that "Mine Host" Fitzgerald holds forth in his Avoca Villa, and successfully endeavors to make his place a favorite with all the cyclists.

It is pleasing to notice, when passing down the cycle path, under the beautiful foliage which hangs over it almost the entire distance, that every effort is made to accommodate riders who are out for a spin. Hotels, which disdained to cater to cyclists a few years ago, now display signs "accommodations for wheelmen." New hotels have sprung up which depend mainly on the wheelmen, and the latter are made welcome everywhere along the line. Bader's, the Clarendon, and Meechan's are the favorite stopping places, as well as the meeting places of some of the cycling organizations.

The Parkway driving track, the Brighton Beach race track, and other horse tracks are to be seen along the path while a turn to the left, just after passing the four-mile and a half post, leads the rider to Sheepshead Bay,



DANIEL MURPHY OF THE BROOKLYN SQUAD.

Manhattan Beach, and the cycle track which has been the scene of so much exciting competition during the past summer. The road leading to the track—Neptune avenue—has been, and is at present, in a most wretched condition, with very little chance of betterment; a fact which has prevented many riders from attending race meets on their wheels.

At the end of the cycle path is the Shelter House, which faces the ocean and permits the riders to sit and sip their lemonade and coffee, as the case requires, and inhale the fresh breezes of "Old Neptune." After leaving the Shelter House there is a ride over what was once asphalt on Surf avenue, but which is now worse than the proverbial "Rocky Road to Dublin," and which ends at the far-famed Coney Island, so dear to the hearts of metropolitan residents. Wheels are immediately checked and the rider starts to make a tour of the place, which possibly has no equal among resorts of the kind.

The bathing, photograph galleries, music halls, fortune tellers, streets of Cairo, shoot-the-chutes, merry-go-rounds, observatory, pony riding, dance halls, and hundreds of places of the kind make Coney Island an amusement spot that must be seen and investigated to be appreciated.

At the west end of the Island is Norton's Point, now known as Sea Girt, an ultra-fashionable summer resort, with its lighthouse, fine sea bathing, and excellent fishing. Upon reaching the entrance to the park the rider, if he so desires, can go east through the Eastern Parkway, recently completed and celebrated by a monster cycle parade, and out through Glenmore avenue and Broadway to Jamaica and the smooth and level Merrick road. This carries the rider along for fifty miles through country places and summer resorts and is a favorite course for the century pluggers of the metropolitan district.

With such fine roads and thousands of cyclists using them it is of course necessary that the traffic be regulated and the road rules enforced in a manner



JOHN SCHEUSSLER, ONE-MILE POLICE CHAMPION.

that will prevent accidents of any kind. And Greater New York is not lacking in regard to protection for its cyclists as shown by the increasing number of men on the police force and especially on the bicycle squads.

Not only is there a bicycle squad for New York and Brooklyn, but each of the parks as well as the cycle path has a set of sturdy "coppers" to run down the scorcher, stop runaways, and enforce the rules of the road. To Commissioner Avery D. Andrews, of the New York police department, is due the credit for first organizing a bicycle squad. Organized on December 12, 1895, by a detailment of four men, the number has gradually increased to sixty, and the squad now has a precinct of its own in charge of Sergeant Charles P. Kemp. An idea of the amount of good work it has done can be

had from the last report, which shows that the total number of arrests for the year of 1896 was 1,366, of which but 193 were discharged. The complaints covered every variety of corporation ordinance, misdemeanor, and felony. Besides this record there were many occasions in which life and property were saved as in the case of runaways and disturbances of assembling forces.

The uniforms which the men wear are well chosen for comfort, wear, and effect, and the blue-coated guardian of the peace looks a terror to the law breaker who frequents his route. The officers are armed with a club and the regulation department pistol, so they are ever ready to protect the lives of the law abiding citizen, or of themselves, in case of an attack.



AVERY D. ANDREWS, COMMISSIONER OF POLICE.

To Arthur L. Robertson, the private secretary of Commissioner Andrews, is due the credit of the fine appearance which the men have made when on parade. It was through his efforts that they were instructed in drill regulations and no other set of men make a better showing for New York than these same "cycle coppers." All the men are born athletes and well tried before placed on the force. Many of them have athletic records to their credit and some even hold championships. John Scheussler, who has been recently promoted to roundsman for a recent heroic experience in stopping a runaway, holds the police championship of the United States. He has lifted a load weighing 864 pounds, and holds the record of the department for arrests made. Roundsman P. A. Meehan is another one who has done good work for the department and among others whose names have been brought into prominence are Geo. W. Brown, Geo. Cullum, Geo. McKay, John D. Ormsby, Selig Whitman, (known as "Ajax" the strong man) Daniel J. Fogarty, R. E. Remington, J. J. Gilles, S. W. Reardon, H. M. Neggsmith, J. A. Donoghue (a brother of the famous skater), and T. M. Jones.

It is interesting to watch one of these blue-uniformed cyclers when he stops a runaway which is endangering the lives of every one on the roadway. The officer puts on all speed until he is riding parallel with the horse, and then by a dexterous movement grasps the bridle at both sides, at the same time kicking his wheel from under him. Many a runaway horse would have

done untold damage to life, limb, and property had it not been for one of these guardians of the peace.

Over in Brooklyn the squad is drilled and managed in the same manner, and has always given a good account of itself for the City of Churches. The park police, as well as those on the cycle path, have been a success from the time of their appointment.

Ever since it was acknowledged that cycling had come to stay, the city officials of New York and Brooklyn have done everything in their power to make improvements for the members of cycledom. It may have been for political reasons. Possibly it was. But at any rate, it went to prove the cyclists were such a growing body as to require recognition at the hands of those who make the laws. In both cities appropriations have been made one after another to improve the streets and roadways, until now cyclists are just beginning to be satisfied.

The Good Roads Association of Brooklyn, the local consulate of the L. A. W., the Associated Cycling Clubs of New York and Long Island, as well as individual clubs, have been instrumental in securing many of these improvements, and, of course, greatly aided by the newspapers. The fare on the bridge for wheelmen was reduced from three cents to one and then abolished entirely; the elevated railroads of both cities carry special cars at certain times of the day for bicycles, while almost every department of business handles some specialty for wheelmen. The number of riders is increasing every day, as shown by the crowded bicycle academies and the wobblers on the roadways, and before long the man, woman, or child who does not cycle will be considered a novelty in this great city, which, after '97, will be the second largest in the world.



IN THE
DOES DU
DOLOONE



Michael's First Defeat.

The first defeat of Jimmy Michael, the wonderful little Welshman, came as a bomb into the camp of the circuit chasers on board their special cars. Consternation ruled in the cars early the morning following the event, the Sunday spent in Kalamazoo. The first man up ran to get a paper and upon learning the news, could not wait to allow the men to wake at the usual hour. Man after man was awakened with the terrible news, and probably no race of the season was more discussed than this one. Papers from the east were eagerly sought when the party reached Chicago and each and every man devoured every scrap of information. Michael was a friend of every man in the circuit party and each thought the little fellow invincible. Certainly no man ever followed the American racing path, unless it might be Zimmerman, and ranked as high in the cycling world and at the same time in the hearts of the circuit men as does Michael. The Welsh "rarebit" has endeared himself to the racing men of America. He has hewed his way into the hearts of the men as few other racing men have ever done. He has been a hard worker, and no matter how great the renown gained by his

grand victories of the season, his being "one of the men" has never for a moment been doubted.

Michael has not a swelled head; he never had one, as so many other men would have had in his position. He does not even hold himself as above his pacemakers, each of whom counts him as a friend.

Michael has won again and again this year for the reason that each pacemaker threw himself into the work of pulling his man along as though his very life was at stake. The pacemakers considered a defeat for Michael a defeat for themselves and each pacemaking team vied with the other to do the better work. No man ever had better pacemaking than Michael has had, but other riders against whom he has been pitted have had the better pacemaking machines in the majority of cases. Superior pacing outfits could not overcome that feeling among Michael's pacemakers that Michael was a personal friend and that Michael must win, machines or no machines.

That first defeat is sad to relate, and there is not the slightest doubt that the little fellow had just a sob in his throat when he spoke of that first defeat, for Michael seeks the glory as well as the money, and defeat means

a lessening of the credit for the season which would have accrued from a season unbeaten. Michael's manager oftentimes made the remark that Michael would rather lose \$10,000 than be defeated once this season, it being the object of the little fellow to gain an unbroken chain of victories in the country of his adoption.

Not a Klondike for All.

Earl Kiser left the circuit for a few days after the Peoria meet to go home. His trip had an object, and that object was the investment of his winnings and savings of the past seasons in a good paying company—in fact, a company in which he is most fortunate to get stock. Kiser has been saving of his money and to this is probably due the opportunity to now lay the base for a fortune that will be quite respectable before many years have passed. Cooper, it is stated, has a snug fortune since he placed his winnings in the same company, the investments having doubled within a year. Bald has been purchasing a business block in Buffalo, and before the close of the present season will have paid for the property from which he will receive more than a man's average salary in rents.

While Bald, Cooper, and Kiser may be considered fortunate in having gained the fortune for which all have been hunting, they must also be given credit for possessing the good head work in business matters that they have shown in their racing careers. Other riders have won nearly or quite as much as these men, but investments have been poorly made and have yielded nothing. Of the old-timers, Harry Tyler is said to have been the most fortunate in laying the basis for a fortune. His winnings in '95 are said to amount to a fortune now, through good investments. So much can not be said of those of Zimmerman

and Windle, both of whom embarked in the bicycle business. Dirnberger saved his money and is said to be on the high road to a comfortable future. Michael has made much money this season, thanks to good management and to his great ability as a rider. Cycle racing is not a Klondike for all but it pays those who can ride and will care for themselves, attempting to make the most possible out of it. Those men who are today successful in the cycle racing game will be successful business men, the habits acquired on the racing path proving good capital later in life to the men having business ability.

Brown's Return to Form.

A. I. Brown, the Cleveland racing physician, is rejuvenated. For three years Brown has accomplished little in the racing business. It was in '94 that he ranked as one of the leading racing men of the country. Sanger, Bliss, Dirnberger, and many other cracks, went down before him. In those days Brown more than held his own providing he got around the last turn in the lead. He was not a fighter by any means, for should others round the turn first Brown was considered out of it. In the spring of '95, he went to Mexico with the Mexican invaders, and from that time to the present season he did practically nothing of moment in the racing line. "Brown quit on the backstretch," was a stereotyped expression with the newspaper men in '95, and in '96 Brown failed to make an appearance, with but few exceptions, among the best men with whom he had once been ranked.

Now, all is changed. Brown is once more a factor in the game. His long sprint of yore has been brought back to him by the good training of Charles Ward, and he is in the fight from the start to the finish. Brown never was a handicap rider before and to Ward belongs the credit of not

only having trained and developed the physical man but the mental as well. Brown won out two days in succession at Peoria and also won at Detroit. He may be expected to repeat these victories, as they will serve to encourage him. Old circuit chasers rejoice at the return of the doctor to form, and in congratulating him do not forget to also congratulate his trainer.

Taylor Has His Troubles.

Major Taylor has placed himself in a difficult position, and it will be hard for the colored boy to extricate himself. Taylor entered short-distance competition at Madison Square Garden last winter and in the handicap he defeated the White Flyer Bald. In the six-day race which followed, Taylor excited the admiration of thousands of New Yorkers by his pluck and speed. He was nothing but a boy as compared with other competitors in the killing grind. With the opening of the season Taylor entered the lists of the sprinters, and from the outset was one of the big men of the year. The darkey proved himself the equal of a number of those ranked among the big five or six of the season. He repeatedly defeated the white men and became a warm favorite in New England. For a time everything was as fair for Taylor as could be, but some one started reports of unfairness on the part of the white men toward the colored man and such talk made good reading for certain papers. Taylor claims that he made no such declarations at all. Sympathy was all in favor of Taylor, and the darkey gained more by it in the way of notoriety than could he have gained by winning scores of races. He at once sprung into prominence and became very popular with the people, who made an idol of him in New England, where the colored race is thought more of than in any other section of the land.

Taylor, himself, brought on much of the trouble. for he had a nasty habit of cutting in on the pole in places where he had not the slightest right. His request to be let through was not granted any more than it would have been granted to any white man. Consequently he was often run over the pole and when this occurred he claimed injustice at the hands of the white riders. Referees took the position that Taylor was "up against it," and frequently allowed him to start in finals of races for which he did not qualify, through having gone over the pole in his attempt to go inside. Favoritism was quite naturally claimed by the white men, and out of this favoritism a sentiment grew up against the darkey among the men of the party in whose veins courses southern blood. This sentiment led to many unfortunate complications and to Taylor's wearing "a worried look," not owing solely to the trouble with the white men but more to the persistency with which the reporters throughout the country misquoted him, and the trouble which resulted therefrom.

Taylor is now most anxious to right himself with the men against whom he must compete, but how to go about it he does not know. Failing in his laudable efforts, it is his intention to follow good advice given him last spring and go to France, where a colored man is never looked down upon. Major Taylor may be a competitor in the French races another season, thereby removing the friction in racing matters in this country, which his presence has made throughout the season. The white men claim that it is not fear of his prowess and ability that brings about the present opposition, but a doubt exists if the white men are wholly honest in this. Taylor is a great rider, of that there can not be the slightest doubt. He is also a daring rider and the first of

his class to ever show championship form in the present-day fast company and there is a fear that his presence in the races may excite other colored riders to such admiration that more of his race will want to compete. Taylor's trip to France would end the discussion, and no one appreciates this more than the colored man. One thing is certain, the meet promoters will regret his going, for he proves an excellent drawing card and his entry is eagerly sought.

Looking for the Kangaroo.

"Say, boy, while you're taking celery to that car, you might as well throw a bunch in to the kangaroos," said one of the circuit chasers to an unsophisticated country lad at Kalamazoo the Sunday the special train was laid up there. The boy looked around in a doubtful sort of way and walked on about his business. While he was in the car he again heard some of the men talking of the kangaroo and when the cook checked up the celery he was much surprised to find one bunch short. He had previously checked up the celery and could not understand it. A few minutes later the country lad was found wandering around the baggage car vainly hunting for a door that was unlocked. The lad had a bunch of celery in his hand.

"Say, boss, how in the world do you get into that kangaroo? They told me to throw in a bunch of celery to him, and I can't get in."

It was only another of those jokes of the wheelmen. The Kangaroo team was on board, and the Oriten was a part of its outfit. The Kalamazoo people had been anxiously inquiring around the car all day for the big ten-seated machine which the Orient company sends out for an advertisement. So inquisitive had they become that "Pop" McCune had become tired of answering questions. Thousands were gathered around the

cars, and half of them wanted to look through the Palace cars for the great machine. The gates to the platforms were closed, but that did not stop the people rushing into the baggage car every time the door was opened. It was then that the riders hit upon the kangaroo gag, and when the crowd swarmed over the platform a shout would go up:

"Look out for the kangaroo! Let him loose, boys."

A man with a key was enough to drive the crowd back, and Sunday was a little more quiet from that time on.

John S. Johnson Signed.

John S. Johnson has at last been signed for a wheel, and will hereafter ride the B. and D., made by the Canadian Typograph Co., of Windsor, Ontario. Johnson will have as a team mate Angus McLeod, the Canadian champion of the present season, who joins the circuit party at Louisville this week and becomes a member of the special car party with quarters in the Iolanthe. Charles Ward who has trained A. I. Brown this season, and who has brought that excellent rider out from the ranks of the "has beens" into the field with the stars, takes charge of the Warwick team, consisting of Hoyt, the two-mile national champion, and C. R. Newton, as well as Brown, who at present composes the Warwick-Kangaroo team. Hoyt and Newton ride Newton tires. Harry Marsh, the Ann Arbor college student, joined the team of H. P. Clark, at Kalamazoo, a co-operative team and the only one on the circuit, and is quartered in the Pickwick. Applications for enough positions to fill a third car have been made but a third car will not be added. F. E. Juth joins McFarland and Stevens at Louisville, and will have charge of the great firm of "I and Stevie" from that time on.

NEWS IN GENERAL

STOCKS' HOUR RECORD.

New Marks Established by the Speedy Englishman—Phenomenal Performance of a Tandem Team.

London, Oct. 2.—J. W. Stocks accomplished a fine performance on Monday last at the Crystal Palace track, under exceptionally favorable conditions, and succeeded in regaining the intermediate world's records held by J. Platt-Betts since Stocks' last hour ride. Paced by five quints and four quads belonging to the Dunlop stable, Stocks put up new world's records from six miles to thirty-three miles, covering 16 miles, 1,230 yards in half an hour, 32 miles, 1,086 yards in the hour, and riding on to 33 miles, broke Jimmy Michael's time for that distance by 43% seconds. Pem Coleman took the mile times and E. A. Powell, N. C. U., clocked the kilometers, which had been carefully measured out beforehand. Appended is a full list of the times made:

The New Records.

Mls.	Time.	Previous records.	Holder.
1.....	1:48	1:44	J. W. Stocks
2.....	3:33%	3:27%	J. Platt-Betts
3.....	5:17%	5:13%	J. Platt-Betts
4.....	7:03%	7:02%	J. Platt-Betts
5.....	8:51%	8:50%	J. W. Stocks
*6.....	10:40%	10:43	J. Platt-Betts
7.....	12:25%	12:35	J. Platt-Betts
8.....	14:13%	14:26	J. Platt-Betts
9.....	16:00%	16:15	J. Platt-Betts
10.....	17:47%	18:02%	J. Platt-Betts
11.....	19:35%	20:10%	J. W. Stocks
12.....	21:26%	22:02%	J. W. Stocks
13.....	23:16%	23:54%	J. Platt-Betts
14.....	25:06%	25:45%	J. Platt-Betts
15.....	26:54%	27:38%	J. Platt-Betts
16.....	28:43%	29:30%	J. Platt-Betts
17.....	30:33%	31:20	J. W. Stocks
18.....	32:24%	33:12%	J. W. Stocks
19.....	34:16%	35:07%	J. W. Stocks
20.....	36:05%	37:01	J. Platt-Betts
21.....	37:55%	38:52%	J. W. Stocks
22.....	39:44%	40:46	J. W. Stocks
23.....	41:36	42:41%	J. W. Stocks
24.....	43:28	44:34%	J. Platt-Betts
25.....	45:19%	46:30%	J. Platt-Betts
26.....	47:11	48:22	J. Platt-Betts
27.....	49:02%	50:14%	J. Platt-Betts
28.....	50:55	52:06%	J. Platt-Betts

Mls.	Time.	Previous records.	Holder.
29.....	52:48	53:57	J. Platt-Betts
30.....	54:41%	55:50%	J. Platt-Betts
31.....	56:42	57:45%	J. W. Stocks
32 Yds.	58:45% M. Y.	59:32%	J. W. Stocks
32 1.086	60:00	32 448 60:00	J. W. Stocks
33.....	61:34%	62:17%	J. Michael

*World's records from this point.

Kilometer Records.

Kil.	Holder.	Time.
5.....	J. W. Stocks	5:28%
10.....	J. W. Stocks	11:02%
15.....	J. W. Stocks	16:34%
20.....	J. W. Stocks	22:11%
25.....	J. W. Stocks	27:48%
30.....	J. W. Stocks	33:37%
35.....	J. W. Stocks	39:15%
40.....	J. W. Stocks	45:03%
45.....	J. W. Stocks	50:50%
50.....	J. W. Stocks	56:50%

One hour, J. W. Stocks, 52.480 kilometers. The above figures are world's records.

Tandem Records Smashed.

On the following evening, the weather being again calm and favorable, the professionals, E. James, and G. A. Nelson, who have had but little practice together, started to beat the ten-mile record held by the Chase brothers. They were paced by Dunlop multicycles, and their success will be seen on perusal of the appended times. Immediately afterward T. Graham, J. Chalmers, J. Jones, and W. Dixon turned out and succeeded in beating the previous quad records from two to five miles, and established records from six to ten for professionals, beating the amateur quad figures by over two minutes. Like the tandemites, the quad riders were paced by Dunlop multiplots. Their times are appended:

Tandem Records.

Miles.	Time.	Previous time.	Previous holders.
1.....	1:48%	1:48%	A. A. and F. W. Chase
2.....	*3:30%	3:39%	A. A. and F. W. Chase
3.....	*5:16%	5:28%	A. A. and F. W. Chase
4.....	*7:03%	7:21%	A. A. and F. W. Chase
5.....	*8:48%	9:13%	A. A. and F. W. Chase
6.....	*10:35	11:09%	A. A. and F. W. Chase
7.....	*12:24	13:03%	A. A. and F. W. Chase
8.....	*14:13%	15:02	A. A. and F. W. Chase

Tandem Records—Continued.

Miles.	Time.	Previous time.	Previous holders.
9-----	*16:04	16:55½	A. A. and F. W. Chase
10-----	*17:50½	18:54½	A. A. and F. W. Chase
Kil.			
5-----	*5:28½		
10-----	*10:58½		
15-----	*16:39½		

*World's tandem records. †World's records for all types.

Quad Records.

Miles.	Time.	Previous times.
1-----	1:53½	1:53½
2-----	*3:43½	3:56½
3-----	*5:29½	5:58½
4-----	*7:18½	8:02
5-----	*9:05½	10:05½
6-----	†10:52½	No previous record
7-----	†12:45	No previous record
8-----	†14:34½	No previous record
9-----	†16:21½	No previous record
10-----	†18:07½	No previous record
Kil.		Time.
5-----		5:40½
10-----		11:15½
15-----		16:56½

*Records. †Quad (professional) records.

Walters Among Records.

On Wednesday at the Crystal Palace track, A. E. Walters started to beat the 100-mile record of 3:25:53½ accomplished by him in the Gold Vase race. Five quints and four quads were manned by Dunlop crews, but the wind was unfavorable. In the first hour Walters covered 31 miles, 620 yards. Continuing at a good speed Walters got inside world's figures at thirty-four miles and covered fifty miles in 1:36:56½, beating his own Catford figures by 1 minute, 25½ seconds. His advantage, however, gradually fell away and after passing sixty-four miles he ran outside world's times and retired at seventy-three miles. His two-hours' score of 60 miles, 1,205 yards (world's record), was a fine effort. Coleman and Powell timed. The chief mile and kilometer times are appended:

Mls.	Time.	Kils.	Time.
*34-----	1:05:10½	* 55-----	1:05:30½
*35-----	1:07:09	* 60-----	1:11:44½
*40-----	1:17:17½	* 65-----	1:17:58½
*45-----	1:27:00½	* 70-----	1:24:02½
*50-----	1:36:56½	* 75-----	1:30:08½
*55-----	1:47:48½	* 80-----	1:36:22½
*60-----	1:58:33½	* 85-----	1:42:58½
*64-----	2:07:04½	* 90-----	1:49:44½
65-----	2:09:35½	* 95-----	1:56:29½
70-----	2:21:15½	*100-----	2:03:08½
73-----	2:28:16½		
Hour scores.		Mls. Yds.	
1-----		31 620	
2-----		60 1,205	

*World's records.

The Tandemons Again.

On the following evening, E. James and G. A. Nelson were successful in putting up some more tandem records for the mile and kilometer, with standing and flying starts, respectively. They were paced by the Graham quad team and the figures are given below. After resting from their exertions, the Graham quad team indulged in a cut at the mile and kilometer records with a flying start. Their attempt was successful as the times quoted will show. Coleman and Powell timed.

The Standing Mile.

Mile.	Time.	Previous records.	Holders.
¼-----	:31½	:29½	Chinn and Colliver
½-----	*:55½	:57½	McGregor and Nelson
¾-----	*1:20½	1:22½	McGregor and Nelson
1-----	*1:46½	1:48½	McGregor and Nelson
1 kil-----	*1:07½		

The Flying Mile.

Mile.	Time.	Previous records.	Holders.
¼-----	:24½	:24½	James and Nelson
½-----	*:48½		
¾-----	*1:14½		
1-----	*1:38½	1:42½	James and Nelson
1 kil-----	*1:00½		

*World's record.

The Quad Mile.

Mile flying.	Time.	Time.	Holders.
¼-----	:24½		
½-----	:49½		
¾-----	1:14½		
1-----	†1:38½		
1 k. *1:02	1:02½	Cabaillet, Theo freres, Claude	

*World's record. †Constitutes record—no English times recorded.

Cherry Champion.

The weather was close, cloudy, and threatening last Saturday, when the thirty-two riders were started in the fifty-mile amateur N. C. U. championship at Wood Green. The pacing consisted of about half a dozen tandems and was quite insufficient for the large field. There were a few falls, one of which knocked out P. W. Brown, who was fancied by many as a probable winner. I. McW. Bourke and Callaghan retired at an early stage. As the race wore on there were retirements which reduced the field to nine at the finish. A. J. Cherry, of the Catford C. C., won from F. Burnand by over a lap in

1:53:45%. Sedgwick was third, Drage fourth, and C. L. Newland fifth. All the men got time medals for finishing inside 2:10:00. The race proved a crowning demonstration of the unworkability of the union's general pacing rules, which I feel sure will not see another season. Several amateur pacers were reported for disobeying the pacing marshals, and have since been sentenced to periods of suspension ranging from nine to twelve months.

After the championship, R. P. Clark, the professional, made an attack on his own tricycle record for the mile, standing at 2:18 $\frac{3}{4}$. Paced by a quad, Clark not only broke Ilsley's amateur best of 2:16, but cut down the figures to 2:12 $\frac{1}{4}$, annexing the three-fourths-mile record in 1:39 $\frac{1}{4}$ en route.

The 100-mile paced tandem scratch race, held at the Crystal Palace by the Anerley C. C., resulted in a win for Lewin and Albone in 3:53:08 $\frac{1}{4}$. Sixteen pairs started.

Ham common was the scene of a cycle meet on Saturday for the benefit of the Richmond and Kings-ton hospitals. The fixture, however, proved an unpopular one among the clubs, and only a few hundred cyclists rode in the procession.

Henry Sturmev has enjoyed the possession of his own auto-car for a few weeks past, and announces his intention of making a leisurely tour in it from John O'Groat's to Land's End.

An Old-Timer Dead.

At the age of thirty-nine, the death of Noel Whiting has lately occurred from consumption of the throat. Whiting was one of the earliest racers on the old ordinary and sustained permanent cinder marks from a bad fall at Lillie Bridge track which ended his racing career.

The prominent Irish cyclist, W. L. Martin, has lately covered 203 miles in twelve hours upon Irish roads.

This is the first time a double century has been accomplished on a single machine. The distance is only one mile short of the Irish tandem road record. Martin was well paced and had good weather.

The racing season is now virtually over. The past month has seen a marvelous upheaval of records from the shortest distances to over twenty-four hours on British tracks. Professionals have carried all before them. The number of amateur records made during the year has been utterly insignificant, even the inducement offered by the union's recognition of the unpaced mile having exerted no influence. Of course the stamping out of trade pacing mainly accounts for this falling off. The union has made a total profit of over \$1,500 by its three championship meetings.

C. W. HARTUNG.

THREE STRAIGHT FOR CHASE.

He Wins His Third Race in Paris—Bouhours' Plucky Ride—Other French News.

Paris, Oct. 1.—Arthur Chase returned to London last Monday, covered with glory, and his pockets well filled with French notes and gold. "Veni, vidi, vici," could be very appropriately adopted by him as his motto. He came to Paris, he saw the champions Linton, Champion, and Bouhours, and he conquered.

The English stayer's third appearance on a French track was the occasion of another victory for him, the rider to "taste his dust" this time being the French crack, Bouhours. The match was over a distance of fifty miles, and Bouhours had to lower his colors to the foreigner in the same manner as Linton and Champion. If anything, Chase's victory last Sunday was of a more decisive character than the other two. Bouhours rode a game race and forced

him to keep up a terrific pace, but the little Britisher never once lost his pacemakers and finished fresh. Up to the fiftieth kilometer the world's records were safe, although the French records for forty and fifty kilometers, and for the hour, were smashed. Chase covered 49.666 kilometers in the sixty minutes. At the sixtieth kilometer he commenced to play havoc with the world's records, and he would have eclipsed the remarkable performance of Walters for the fifty miles had it not been for a stupid mistake on the part of the officials. These "big guns" caused the bell announcing the last lap to be rung a lap too soon, so that Chase pulled up before the finish. He was immediately notified of the mistake and was soon under way again, but it was too late, and he missed the much envied record by less than two seconds. His time for the fifty miles was 1:38:33, against Walters' 1:38:31 $\frac{1}{2}$. [This record has since been lowered again by Walters.—ED.]

Both Riders Cheered.

Both riders were given an ovation by the public as they walked over to the starting point. Chase, especially, by his plucky riding and courteous treatment of his opponents, has gained the sympathy of the French public. The Frenchman was the quicker of the two at the start, and led by about 100 meters at the first quarter. Chase, however, soon filled up the gap and for the next twenty kilometers the struggle for the lead proved intensely interesting. The spectators kept up a continual roar of applause, urging their favorite, each time he passed, to ride faster. Chase had just commenced to gain on his rival when the latter's tire gave way and forced him to change machines. This accident cost him a lap. For the next eight kilometers he clung desperately to Chase's rear wheel when a second accident made him lose contact. This time it was the

snapping of a chain on his pacing machine that caused the trouble. Bouhours made a game effort to make up the lost ground, but without avail, and after a long chase the Englishman caught his man for the second time just as the fifty-eighth kilometer was reached. From this point, Chase had things all his own way. His lead discouraged the Frenchman who sat up and allowed his rival to lap him again nearly three times before the finish.

Corre's Twenty-Four-Hour Ride.

Corre, who has not been seen on a track for over two years, made his reappearance before the public last Saturday at Rouen in a twenty-four-hour unpaced ride against the watch. Corre covered in the two rounds of the clock, the respectable distance of 671.963 kilometers, which not only beats the record established by Maurice (518.924 kilometers), but also the recent performance of Williams (654 kilometers), which, however, has not yet been confirmed by the U. V. F. owing to some mistakes in the timing. Corre's record was naturally made without pacemakers. He finished in a bad state and had to be lifted off his machine.

Victory for America.

The 100-kilometer road championship (amateur) came off last Sunday on the St. Germain road, a few miles west of Paris, and resulted in a brilliant win for the American amateur, Walther. Fifteen riders took part in the race. Tandems and triplets were placed all along the road and kept the men going at a fearful pace. Walther went off at a terrific gait, covering the first eleven kilometers in 15:00. The famous Flins hill, which is nearly a mile long and extremely steep, was negotiated easily, Walther still in the lead and paced by a triplet. Entering the village of Flins, the rough pavement caused the triplet's front forks to snap. The riders had a miraculous escape, for, beyond a few

bruises, they were none the worse for their fall. Walther avoided the spill, but he lost the lead, which, however, he succeeded in capturing again at the half-distance mark. R. Ducrocq,

one of the favorites, punctured twenty miles from home and quit. He was then in third position. Laurent caught up to and passed the American at Mantes, fifteen miles from the finish, but Walther again passed to the front a short distance from the winning post, and sailed home a safe winner in the excellent time of 2:56:46, which beats the 100-kilometer amateur record by a big margin. The road over which the race was run is extremely



WALTHER, THE AMERICAN.

hilly. Last year the winner took 4:01:00 to cover the distance, but it must be said the weather was simply wretched, rain having fallen the whole day.

Protin Laid Up.

Protin had a bad spill at Liege on the 26th instant and will be obliged to lay up for a few weeks. The accident occurred in the race for the championship of Liege. Protin had started to sprint and was rounding the last corner when his pedal hit and he fell heavily. He remained unconscious for a long time and was found to have sustained internal injuries. In his absence, Van den Born won the race, but he refused to accept the title of champion.

Willi Arend's recent victories have caused his head to swell to an enormous size. Manager Desgrange, of

the Auteuil track, wrote and asked him whether he would be willing to meet two French crack sprinters in a series of match races, to extend over two Sundays, and under what conditions he would undertake the journey to Paris. The young German's reply was short and to the point: He only wanted to be guaranteed \$2,000, \$1,000 for each of his appearances before the public! Desgrange promptly wired him not to come.

Racing Men Desperate.

Hunger, they say, will break through stone walls, and the total absence of scratch races in Paris is causing French racing men to bestir themselves with a vengeance. To them, no races mean no money, and as they are far from being millionaires, they are going to do their utmost to keep the wolf from the door. Middle-distance events and races have been given of late, and to remedy the evil, the Racing Mens' Syndicate has decided to take the bull by the horns and to organize itself into a monster meeting in which all its members will be invited to take part. Monsieur Baduel refuses to have anything to do with the venture, but he has kindly placed the Seine track at the syndicate's disposal.

The programme will comprise a handicap, scratch events for singles and tandems, and lap races. Over fifty engagements have already been received, and Japp Eden, Parlby, Nossam, Nieuport, and other cracks have promised to compete.

J. H. COLEMAN.

VELODROME'S LAST MEET.

San Francisco's Famous Track Did Not Pay,
and Will Be Torn Down—
New Records.

San Francisco, Cal., Oct. 4.—The last bicycle meet has been run on the Velodrome, and a week hence that famous but short-lived course will be a thing of the past. It has been a

wonderful place for many reasons, but its success was so varying and so unreliable that its owners have decided to tear it out and make room for baseball, which pays better than cycling in this city. The Vélodrome was built but a year ago, and promised to be a paying venture when it first started, and lovers of the sport looked for great things as a result of its construction. But the good things did not "pan out."

After six months of experimenting the owners grasped the situation and "fired" the manager. No one would take his place. The track had been given a black eye, and although one or two paying meets have been run not enough money was made by the owners to pay for repainting the course, so it was resolved to sell the track, and the following advertisement was inserted in the daily papers:

VELODROME bicycle track for sale at a bargain; can be moved in sections. Apply to JOHN BRUCKMAN, 209 Sansome street.

No one wanted the track and so some day this week the contractors will put on a force of men to rip it out and before another week the good old place will be a thing of the past and the grounds will become the haunt of baseball and football players instead of being the lounging place for the racing men and the cycling "push" in general. It will be a long, long time before this city will be asked to support another track, unless the center is large enough to be used for all classes of athletics from pole-vaulting to football and baseball and golf. If such grounds are laid out cycling may possibly be a paying proposition, but otherwise it will never pay three per cent.

The Invasion of Honolulu.

The invasion of Honolulu by Pacific coast riders mentioned some time ago, is being arranged, and on the 14th of this month a small party of professionals will sail on the steamer Moana to attend the opening meets to be

held on the new three-lap track at Honolulu. Charles S. Desky, one of the owners of the Honolulu track, has been in this city for a week past for the purpose of inducing some of the cracks to go to the islands. Mr. Desky is willing to pay all the expenses of a party of six or even more to go to the islands and has telegraphed Bald, Cooper, Loughhead, Kiser, and one or two others asking if they would go down to the islands for a couple of months, but as the game will not pay the eastern men as well as the winter circuit in the south, it is very likely that the invading party will be made up of men from the Pacific coast. It has been about definitely decided that the party will include George Sharick, of Tacoma, the one-mile champion of the Pacific coast; Allan Jones, of San Francisco; Hardy Downing, of San Jose, and Dan Whitman, of Los Angeles. "Trilby" Fowler, the champion trick rider of the Pacific coast, will also make one of the party. The management of the party will doubtless be placed in the hands of Lloyd Conkling, who has had the preliminary arrangements in charge.

Otto Ziegler arrived in town this evening from Seattle. When seen by a Bearings correspondent shortly after his arrival, Ziegler showed but few traces of the terrible fall he sustained at Seattle. His upper lip and one side of his nose is cinder scarred, but otherwise he looks as well as ever. Ziegler expressed himself as well satisfied with his northern trip, but has not determined his future course. He may make one of the Hawaiian party, or he may possibly go farther and take in Australia. He has had several propositions to go to the colonies.

It has been decided not to change the name of the California Associated Cycling Clubs to make it fit its extended sphere, but to let each of the divisions have its own name and work under its own laws, and then a

union of all the divisions could be formed under the collective name of the Western American Cyclists' Union.

The Last Meet.

"The most successful meet ever held here" was the comment of most of the 5,000 people who witnessed the races given at the Vélodrome yesterday under the auspices of the Olympic Club Wheelmen. When it was decided some time ago to tear out the track, the Olympic Club men determined to give the last meet and set about the work of arranging the details in real earnest and the result was that the grand stand could not hold another person and the center field was used as an overflow.

The day was warm, but a disagreeable wind from the northwest blew down the backstretch all afternoon, interfering with the riders greatly and preventing fast time being made.

Hardy Downing was the bright and particular star in the professional races. He succeeded in carrying off two firsts. Sharick was riding in his usual good form, but was unaccustomed to the short stretches, so his riding could not be judged satisfactorily, although his speed secured for him one second and one third. Allan Jones did not seem to have his usual dash with him, but also secured a second and third.

Edward Russ and Johnny Wing were the stars in the amateur races. The former won the one-third-mile and the latter the mile handicap from scratch. A bitter fight was looked for between these two in the one-third, but the expected did not happen. Wing was out of the going from the start, and it looked as if he did not try very hard to make his presence in the final heat felt by the other riders. It is a grave question as to whether Mr. Wing tried to come one, two, three in this race. At any rate, he didn't.

An interesting feature of the after-

noon's sport, and one which was appreciated by the spectators, was the attempt made by Sydney B. Vincent, of the Bay City Wheelmen, to establish a new record for five miles, paced. The wind was blowing entirely too strong to permit of the lowering of Dasey's Denver record, but he succeeded in lowering coast records from one to five miles, as follows:

Mls.	Time.	Former Record.	Holder.
1-----	1:53 $\frac{1}{2}$ -----	1:57-----	Kenna
2-----	3:52 $\frac{1}{2}$ -----	4:32 $\frac{1}{2}$ -----	Mussey
3-----	6:03-----	6:51 $\frac{1}{4}$ -----	Mussey
4-----	8:09 $\frac{3}{4}$ -----	9:12-----	Mussey
5-----	10:17 $\frac{1}{2}$ -----	11:33 $\frac{3}{4}$ -----	Mussey

The starters in the professional mile open, were Downing, Jones, Sharick, Whitman, and Palmer. Elford was put in to set the pace. Downing secured the position behind the pacemaker in the push-off, the others lining up as follows—Sharick, Whitman, Vaughn, and Jones. Elford took the men along at a good clip for four laps when he slowed up. As soon as Jones perceived the slackening he moved up the line until he was at Downing's side. For almost two laps they raced side by side, Downing having the pole. At the bell tap Jones tried to get ahead, but could not. Sharick made an attempt to get out, but was interfered with and could not let himself loose until the last turn when he passed Jones and got up to Downing's crank-hanger; but his jump was too late and he had to content himself with second position. Jones took third money. Time, 2:14 $\frac{3}{4}$.

The final of the professional handicap was the prettiest race of the day, and brought the spectators to their feet with excitement. The starters were Jones and Sharick on scratch; Vaughn, 15 yards; Downing, 20 yards; Whitman, 40 yards, and Elford, 50 yards. The field bunched early in the game. Elford, Jones, and Downing exchanged the pace between them for a lap or so, when Vaughn started a long sprint and

Sharick was left many yards to the bad by Vaughn's unexpected dash, but soon pulled down the field. Jones had the lead on the last lap with Whitman on his rear wheel and Downing riding close to the pole. Sharick was on the extreme outside and last in the bunch. The Tacoma boy started to go around the bunch and his action pulled Whitman away from the pole, giving Downing the opportunity he was looking for. Jones rode a little wide and Downing went through on the inside like a flash, crossing the tape a few inches ahead of Jones, who was but a hand's breadth in front of Sharick. The time was 1:37. S. B. V.

POTTER IN THE FIELD.

Isaac B. Will Make a Fight for Re-election—
Says It's Too Early to
Talk.

New York City, Oct. 11.—Notwithstanding all reports to the contrary, President Isaac B. Potter, of the League of American Wheelmen, has not declared his intention of standing for re-election, and he states that all such reports are entirely unauthorized. The chief executive of the league was seen by Bearings' representative today and the question put to him. He said: "It is too early to talk of such matters at present, and league officials have other matters to occupy their minds if they are really entitled to hold any kind of an office. There are many bills that should be introduced in the various legislatures for the benefit of cyclists and I am working on them at present. If I should become a candidate for re-election it will be clearly announced in due time."

At the same time Mr. Potter did not care to have himself placed on record in the negative or affirmative, regarding the question.

"For the next week or so I shall be

very busy," said the president. "I have got to go to New England in regard to proposed legislation in that part of the country, as we are getting sick of the actions of the railway companies, which are charging cyclists for carrying their bicycles after crossing the border lines from other states. Then will come a trip to Covington in order to have a conference with the treasurer, and meanwhile we hope to carry on the work of renumbering the league members. There are also a number of bills to be introduced in the New York state legislature, including a good roads bill and another which will prevent unauthorized hotels from using L. A. W. signs."

"In case you do stand for re-election, Mr. Potter, will you favor Sunday racing in the west?" was asked.

"I can hardly give an answer to that question, for I do not believe in crossing a river until I come to it. If an amendment to that effect should be offered at the next national assembly, then it will be time to discuss the matter. The president's business, like that of other officers, is to attend only to matters that are before him.

"Racing? Why, there is another instance. Two years ago, the New York state division delegates went to the assembly to vote for the league to relinquish its hold on racing. Next year there is no telling what will be done on the racing problem. You know, as well as I do, that no man has been a better friend of the racing man than I have, and yet I often read of how Potter is an enemy of the racing man.

"The conditions of the year are not too easy of solution and I am certainly not in favor of the league turning over the control of racing to any other body, unless I am convinced that the new organization is capable of caring for it, as it should be. At present I fail to see any immediate indication or possibility of an organ-

ization being formed, which could control racing, as well as the league has done, and is doing at present. As I am unacquainted with any of the track owners, I am hardly in a position to state whether their association would be qualified to take hold of the racing game as it stands today."

Although the president will give no decided answer regarding his candidacy, Bearings can state on the strength of good information, that he will be in the field when the time comes for the election of a man to head the L. A. W. in 1898. A. R.

BICYCLES IN THE BAVARIAN ARMY.

They Play an Important Part in Division
Maneuvers—A Woman's Remarkable
Record—A Clergyman Races.

Berlin, Germany, Oct. 1.—In the late maneuvers of the Bavarian army, the advantages of the wheel became easily apparent during the division practice, as it is called here. The Bavarians have about twenty wheelmen to each regiment; besides this they have entire pioneer corps consisting of wheelmen only, and also cycle corps which consist of non-commissioned officers only, as well as many line officer wheelmen. The bicycle has not only been used to advantage in the ordinance department, in the advance guard, and in the cavalry, but also in the scouting service. It seems that the use of the wheel is not going to end here, but that they are shortly to equip a body of lancers with wheels. Only the most intelligent soldiers in the Bavarian army are appointed to the wheeling bodies.

During the recent maneuvers the wheelmen followed the enemy very closely, and early in the morning as the sham battle was about to begin, a division of wheelmen of the eleventh corps made their appearance in Seligstätt, which the Bavarians had

just evacuated. The wheelmen by making a wide detour had ridden past the Bavarians, noted their strength and direction of march, and had come into town to telegraph their news to their own advance guard. While telegraphing, they were discovered by a detachment of wheelmen of the Bavarian army which succeeded in capturing a greater part of them. A few escaped, however. The wheelmen are up to all sorts of tricks. For instance, they are given official dispatches to carry. These they conceal in the handle-bars or under the outer shoe of their tires so as to avoid detection in case they are captured.

A single wheelman is at times a military power. A wheelman of the Bavarian army was being chased along the road leading to Hanan by a Prussian dragoon patrol on horse. The cyclist rode for all he was worth and now and again would turn around to make faces at his pursuers, who were unable to catch up to him. Just at this time, another patrolman came riding over the fields to head off the wheelman, who, of course, could not leave the road. This did not perturb the wheelman in the least, for he jumped from his wheel, unslung his gun from his back, and fired at the patrolman the five shots necessary to kill in sham battles, then remounted and rode off before his pursuers on the road could come up to him.

One sees the wheelmen everywhere. They ride in the worst weather and as soon as they call for the right of way, every one clears the road. The infantry are especially devoted to the wheel, since in case of an attack, they have only to send a few men forward to reconnoiter, thus saving the rest many a tiresome march.

A French Clergyman Rode Sixth.

I mentioned some short time ago, the great favor the wheel had found among the churchmen here. A clipping has just come to notice stating that Abbé Madras, a clergyman of

Bugue, France, rode sixth in a 100-kilometer race. The paper remarks that it is shameful to think that the ministry should race for prizes, but continues, that there is some consolation in the fact that the Abbé made the distance in the admirable time of 4:38:00.

Last week the 1,000-kilometer road record of Denmark was broken by a woman, Miss Susanne Lindberg. Her name is not unfamiliar to Danish cyclists, as last spring she succeeded in breaking several records. When she announced her determination to break the 1,000-kilometer record no one believed her to be in earnest. Nevertheless, she started Sunday, September 12, at twelve o'clock noon, and rode continuously, without stopping for sleep, until Tuesday night at 6.30 p. m. The time for the 1,000 kilometers was 54:20:00, which is three hours less than previous record time. The marvelous point is that after the ride the little woman seemed to be just as fresh and vigorous as ever.

Aberdare, in addition to the monument given in remembrance of Arthur Linton, will establish a race track in his name. The first money will be obtained from that which was left over of the monument fund, and the balance necessary will be raised by subscription. It is supposed that the track can be made a paying venture, as there is no track within twenty-five miles of Aberdare.

New Books on Cycling.

Two new pamphlets on cycling by French authors have just been brought out. One, *Le Cyclisme Militaire* (Cycling in the Army) by M. B. Le Herisse, a deputy to the national legislature, gives in a brief space an excellent resumé of the past use of the bicycle in army work and also of the more improved wheel now in use in the French army, together with suggestions which seem to make the bicycle a practical utensil of war.

The other is quite a valuable treatise and will fill a long-felt want among the amateur photographers of France, as there are many who ride and photograph but comparatively few who have acquired the art of doing both at the same time. *Le Photo Cycliste*, by G. Lanquest, Paris, is dedicated to the amateur photographer. His suggestions are excellent; even the layman can get valuable points from his pages. The author explains in very few words how it is possible to take very good snapshots from the wheel. The last pages are devoted to a short discussion on the hygiene of the wheel, to the rights of the amateur photographers, and the rights of wheelmen in general.

There will not be much racing in France this winter; Morin, Bourrillon, and others are going out of training, and many are going to other countries. On the whole the summer has been too wet for many successful meets.

Cycling is becoming quite the proper thing in Italy; the "Touring Club Ciclisto Italiano" numbers now over 11,000 members and the present month shows a number of lady applicants from nobility and best families of the land.

H. BISSING.

NEAR TO STOCKS' RECORDS.

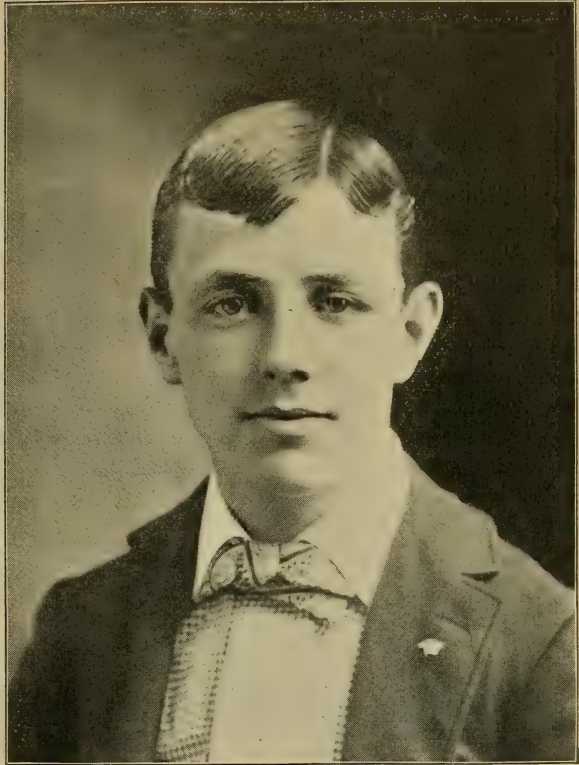
Michael Puts Up a New American Hour Record at Philadelphia—Details of the Ride.

Philadelphia, Pa., Oct. 10.—Fifteen thousand persons saw Jimmy Michael create a new American record for the hour at Willow Grove track, yesterday. Michael endeavored to break the hour record of 32 miles, 1,086 yards, made by Stocks at the Crystal Palace track, London. When sixty minutes had elapsed, Michael had ridden 32 miles, 652 yards, establishing a new American hour record. This beats Stocks' old record, but at

no time during the ride did he approach Stocks' new records.

To the ordinary individual who looks upon the going of a mile at a two-minute clip by any machine, whether human or mechanical, as remarkable, this feat of propelling a bicycle over thirty-two miles at an average gait of 1:52 must seem marvelous. The little Welshman, however, accomplished this feat with as much ease as a hungry picnicker would polish off a sandwich. His manner of reeling off miles seemed the personification of ease and at any stage he could have outsprinted the sturdy athletes who propelled the multicycle used to pace him. Not once did he falter on his run, nor did he at any time fail to cling to the rear wheels of his huge pacemaking machines with the tenaciousness of a bulldog. For one solid hour he kept swinging around the bowl-shaped course, changing nearly every lap from one set of pacemakers to another. There was none of the awful straining so noticeable among a majority of riders; Michael rode as easily as though an automaton occupied the saddle and the only time he raised his head was to listen to the directions of Shafer from the megaphone.

The day was nearly perfect for the trial, and while a stiff breeze blew across the track from the west during the afternoon, it interfered but little with the riders, who were well sheltered on all sides by the huge grand stands. The air was warm and dry, too. Nearly forty men were used as pacemakers, some being mounted on quads, others on quints, and the



JAMES MICHAEL.

rest on the sextets. The men worked hard and carried Michael along very fast, but lost fully a half second at every pickup. The men would wait till Michael was nearly up with them, and before any speed could be obtained much time would be lost. Michael was also fortunate in having strong pacemaking machines, and only once did an accident occur. This was soon after the start, when the chains of one of the quads broke. The men were just about to relieve one of the sextets, and luckily had not swung in on the inside.

Before starting it was announced that Michael would try to lower his American mile record of 1:36, but for some reason his pacemakers failed to take him fast enough, and the best he could do was 1:42½. In fact, Michael took his time for the first ten miles and it was not until the eleventh

mile was reached that records began to fall. The thirty-two-mile mark was passed in 59:20 and with but forty seconds remaining Michael was drawn along at breakneck speed by one of the fastest sextet crews. Just as Starter Mulholland raised his pistol, awaiting the signal of the timers to fire, Michael came dashing up the stretch, and knowing every yard counted commenced to sprint. The sex, however, was speeding, too, and Jimmy only succeeded in getting up to the fourth seat when the pistol cracked. A summary of Michael's performance follows:

Michael's Mls.	Time.	World's records.	Holder.	Previous American records.	Holder.
1....*	1:42½	1:35	Stocks	1:36	Michael
2....*	3:28½	3:27½	Betts	3:37½	Michael
3....*	5:19½	5:13½	Betts	5:29½	Michael
4....*	7:07½	7:02½	Stocks	7:18½	Michael
5....*	8:54	8:50½	Betts	9:05½	Michael
6....*	10:46½	10:40½	Stocks	10:50½	Michael
7....*	12:38½	12:25½	Stocks	12:42½	Michael
8....*	14:28½	14:13½	Stocks	14:32½	Michael
9....*	16:18	16:00½	Stocks	16:19½	Michael
10....*	18:09½	17:47½	Stocks	18:08½	Michael
11....*	19:59½	19:35½	Stocks	19:56½	Michael
12....*	21:51	21:26½	Stocks	21:46½	Michael
13....*	23:43½	23:16½	Stocks	23:35	Michael
14....*	25:33½	25:06½	Stocks	25:51½	Michael
15....*	27:26½	26:54½	Stocks	27:14½	Michael
16....*	29:20	28:43½	Stocks	29:05½	Michael
17....*	31:12½	30:33½	Stocks	31:01½	Michael
18....*	33:02½	32:24½	Stocks	32:53½	Michael
19....*	34:52	34:16½	Stocks	34:48	Michael
20....*	36:44½	36:05½	Stocks	36:41½	Michael
21....*	38:36½	37:55½	Stocks	38:30½	Michael
22....*	40:27	39:44½	Stocks	40:25½	Michael
23....*	42:20½	41:36	Stocks	42:14	Michael
24....*	44:12½	43:28	Stocks	44:08½	Michael
25....*	46:05½	45:19½	Stocks	45:58½	Michael
26....*	47:59½	47:11	Stocks	51:20½	Michael
27....*	49:54	49:02½	Stocks	53:25½	Michael
28....*	51:48½	50:55	Stocks	55:29½	Michael
29....*	53:40½	52:48	Stocks	57:36	Michael
30....*	55:33	54:44½	Stocks	59:44	Michael
31....*	57:22	56:42	Stocks	61:52½	Michael
32....*	59:20	58:45½	Stocks	64:01½	Michael

*American record.

After Michael's ride there were two five-mile handicap events, which resulted as follows:

Five-mile handicap, amateur—C. Upton, scratch, first; J. P. Rogers, scratch, second; L. DeFernelmont, 50 yards, third; H. Kusel, 50 yards, fourth. Time, 12:50½.

Five-mile handicap, professional—Chas. Church, scratch, first; W. J. Huftetter, 130 yards, second; Charles Turville, 200 yards, third; Josh Lindley, 150 yards, fourth. Time, 12:03½.

MCDUFFIE'S RECORD SMASHED.

Philadelphia, Pa., Oct. 10.—Wee Jimmy Michael rode a mile in 1:36 at Willow Grove track on Thursday,

creating a new American record for that distance.

It was an ideal day for fast time. The weather conditions were perfect and little or no wind was blowing to bother Michael or his pacemakers. Two attempts were made by Michael, the first being unsuccessful, owing to the breaking of a chain on the quad. A sex, manned by Al. Weinig, Clint Davis, Otto Maya, R. A. Miller, Monte Scott, and Al. Newhouse, paced Michael the entire mile in the first attempt. The sex was to have gone a half mile, but in the backstretch, while making the pickup for the last half, one of the chains of the quad broke and Michael kept on behind the six-seater. As it was he covered the mile in 1:38½, creating a new track record and cutting a second off the time made by Arthur Gardiner (1:39½) at Willow Grove during the National meet.

Some time was lost in getting the quad in shape again, but when Michael and his men finally came out for another whack at Father Time, the conditions were even better and the air had settled down to a dead calm. The sex started in to pace Michael again, taking the first half. The big machine, with its six riders straining every muscle, came thundering down the stretch with Michael tacked on. At the shot of the pistol they were off. Wheels and riders looked as one and they took the first turn without a waver. Then on the backstretch the men worked harder and as the first quarter was passed a hundred watches clicked simultaneously. The quarter was made in :23½. The first circuit of the track was made with the watches showing :31½. The half-mile was reached in :47½. Here the pacemakers were changed and the little demon made a clever pickup of the quad manned by L. Johnson, B. Pierce, Ed. Leonard, and Ed. Walsh. The four were soon setting a good pace, but Michael

kept shouting "faster." The two-thirds was passed in 1:04 $\frac{1}{2}$ %, the three-quarters in 1:12 $\frac{1}{2}$ %, and with pacers and rider straining every nerve and spectators cheering, Michael crossed the tape just 23 $\frac{1}{2}$ % seconds later, the time for the mile being 1:36.

After the trial Michael said he felt as fresh as a daisy and with a sex to pace each lap was confident of riding the mile seconds faster. The official timers were H. D. Simmonds, L. A. Hill, J. B. Fontaine, and A. G. Powell. A summary of Michael's time follows:

Michael's American times. record.		
Distance.	times.	record.
Quarter.	23 $\frac{1}{2}$ %	20 $\frac{1}{2}$ % J. S. Johnson
Third	31 $\frac{1}{2}$ %	27 $\frac{1}{2}$ % J. S. Johnson
Half	47 $\frac{1}{2}$ %	44 $\frac{1}{2}$ % J. S. Johnson
Two-thirds	1:04 $\frac{1}{2}$ %	58 $\frac{1}{2}$ % W. W. Hamilton
Three-quarters	1:12 $\frac{1}{2}$ %	1:10 J. S. Johnson
*One-mile	1:36	1:35 $\frac{1}{2}$ % E. A. McDuffie
*American record. World's record, 1:35%, by J. W. Stocks, of England.		

G. M. D.

NEW YORK NEWS NOTES.

President Potter Gains a Victory for the Wheelmen—The Universal Lights Question.

New York City, Oct. 11.—The announcement that President Potter, of the L. A. W., had succeeded in having the fare for bicycles reduced to five cents on the College Point ferry, which leads to the good roads of Long Island, was hailed with delight by cyclists, but those same cyclists howled with anger when another announcement was made that hereafter the New York Central R. R. Co. would compel them to remove cyclometers and bells when their bicycles were being carried as baggage. It was a case of taking the bitter with the sweet, although it is a question whether the sum total of bitterness did not exceed the sweetness.

Heretofore the College Point Ferry Co. has charged ten cents for the transportation of a bicycle, besides the regular passenger fare of ten cents. The energetic Isaac B. had barely taken time to fix his affairs

after his European trip, before he had a conference with the ferry magnates, and the result was the reduced fare to go into effect immediately and with an excellent chance of its being abolished entirely.

Then came the order of the New York Central, which requires that, when bicycles are checked as baggage, the lamps, cyclometers, bells, tool-bags, or other articles attached, must be removed or the owner will be required to sign a release of liability for any of the attachments. The league and cyclists in general claim it is an action on the part of the company to evade the principles of the Armstrong law, which compels the carrying of bicycles as baggage, and which is being copied and enforced in many of the other states. The New York Central made a strong fight against the passage of the bill and has acceded to its rulings in anything but a pleasant manner.

On the other hand the officials of the company claim it is not an evasion, but a rule to protect themselves. They claim they are constantly annoyed by complaints of lost articles which were said to have been checked with the bicycle, and the nuisance had to be stopped. According to their statements, there is no law which compels them to be responsible for attachments to the wheel, as it merely states that "bicycles are hereby declared to be, and deemed, baggage for the purposes of this article, and shall be transported as baggage." The league officials claim that bells, lamps, and cyclometers are parts of a bicycle, and the railroad magnates claim not. The difference of opinion is likely to result in some interesting legal complications.

Universal Lights.

In the road rules recently adopted by the board of aldermen, there is one calling for universal lights, which has not been enforced by the police

department and an effort is now being made to have it stricken from the rules entirely. A petition has been presented to the board by some of the horsemen, but the wheelmen will make a strong fight to have it kept on the list of ordinances, which so effectively regulates the traffic of the big city. As the light ordinance is really the most important and vital of the rules of the road, it is hoped that no influence that may be brought to bear will have any effect on its enforcement.

A Jersey Blue Law.

Years ago there was a blue law over in Jersey which made it unlawful to ride on Sunday, and when the case of a wheelman who had been run down was brought up last week, Justice Harrison abided by that same law and dismissed the complaint. It appeared that Julius Garlick had been run down on Sunday by a wagon driven by Henry Leswing, and the former sued for \$100 damages. The justice has since learned that the old blue law is obsolete and the case will come up again. Justice Harrison has informed President Potter that his decision was rendered after the precedent set by his predecessors, and not from any prejudice against cyclists. Cyclists of the state gave a sigh of relief when they learned they were not breaking the law when pedaling their silent steeds on the Sabbath.

When the fall term of the Court of General Sessions opened last week, Judge Cowing said there was no special crime rampant in the city, but he did think the crime of stealing bicycles should receive careful attention. He thought the crime too prevalent and charged the grand jury to find indictment whenever possible. It is certain, therefore, that bicycle thieves will find New York anything but a safe place to pursue their operations.

Champion E. C. Bald will not go

to Europe. At least not this year, for that was settled last week, when he announced that he had been unable to make satisfactory financial arrangements with his firm. Bald had declared that he would surely cross this fall, but it appears the Barnes people would allow his salary to continue, but would not pay his expenses, and the champion evidently thought 'a bird in hand was worth two in the bush', for he will follow the Southern circuit instead. It is a question whether he has not made a mistake, for although considered the best on this side he is hardly known in Europe and an international reputation would have been of incalculable benefit to him in the future. He is at his best now and would have doubtless made a good showing against the foreigners, whereas next season may see him lacking in the qualities that are needed to make a successful racing man. A. G. Batchelder, New York's official handicapper, who was to have taken Bald over, will make the trip, and sails this week. He goes especially to study the racing game abroad, as well as to enjoy a well earned vacation. Incidentally he may bring over a few of the foreign cracks for the six-day race to be held at Madison Square Garden in December.

Although our present champion will not take a try at the European game, still our former one will. For Arthur A. Zimmerman says he will go to Europe in February to compete in France next season. He will receive \$5,000 for a six-months' engagement at the Princess park track, where he will meet anybody in races of from one to ten miles.

Division Politics.

When the annual election of the New York state division L. A. W. is held, from October 15 to November 1, there will be two candidates in the field for chief-consul. But the inde-

pendent nominee will not be from the people who were doing so much talking and so little work during the past few months, for he is Huyler Ellison, an unknown from Freeport. The regular nominees are Walter S. Jenkins, of Buffalo, for chief-consul, and M. M. Belding, Jr., of New York, for vice-consul.

AL. REEVES.

THE NEW ENGLAND C. O. P.

Springfield, Mass., Oct. 11.—Bicycle racing continues to be the magnet used by managers of New England fairs to attract attendance. At the famous Danbury (Conn.) fair, last Tuesday, Hausman, of New Haven, established a half-mile state amateur record in competition, in 1:02. Collett lowered the state mile amateur record to 1:59.

At Stafford Springs, Conn., Tuesday, 3,000 people saw Kelleher, of Springfield, win the half-mile professional, with Stowe second, and Bowden third. C. H. Drury won the half-mile amateur, in 1:07. Stowe, 55 yards, won the mile handicap.

McDuffie rode an exhibition mile at the Brockton fair Thursday, and there was a strong list of amateurs present. Urquhart won both the mile and the half-mile open events.

Good racing was seen last week at the New England circuit meets at Lynn, Athol, and Haverhill, Mass. The Lynn races on Tuesday were marred by lack of suitable track arrangements. Hills, Peabody, and Urquhart sustained injuries as a result. Eckberg, who leads the circuit in points, won the five-mile state championship. The attendance was enormous.

The racing at Athol, Thursday, was exciting, but the crowd was a little too rural to appreciate the fact. The Butler boys were the star attraction.

Summaries.

Half-mile handicap—H. F. Burdick, 70 yards, first; A. Hemenway, 75 yards, second; C. A. Robertson, 40 yards, third. Time, 1:00.

One-mile open, professional—Frank Rutler, first;

F. B. Stowe, second; Joseph Bowden, third. Time, 2:25.

Half-mile open—Hills, first; Eckberg, second; Hausman, third. Time, 1:06½.

Two-mile handicap—Hills, first; Eckberg, second; Burdick, third. Time, 5:00.

Two-mile handicap, professional—F. B. Stowe, 100 yards, first; Tom Butler, scratch, second; Bowen, 60 yards, third. Time, 5:07.

The closing meet of the circuit was held at Haverhill, Saturday. Eckberg won the trophy offered to the rider scoring the most points at the various meets, with Hills second. The summaries, Saturday:

Half-mile handicap—J. F. Ingraham, first; Hills, second; B. A. Ingraham, third. Time, 1:05½.

Quarter-mile open—I. C. Lewis, first; Eckberg, second; B. A. Ingraham, third. Time, :33½.

One-mile lap race—Hills, first; Clark, second. Time, 2:33½.

Consolation race—L. B. Dudley, first; F. N. Conway, second. Time, 2:45.

E. W. PENFIELD.

TEAM RACES REVIVED.

New York City, Oct. 11.—The good old sport of team road racing had an inning on Saturday, when the ten-mile championship of the Associated Cycling Clubs, of Long Island, was contested over the Merrick course, near Lynnbrook. Although but three clubs were represented, the affair was a success from a racing standpoint and aroused considerable interest. The South Brooklyn Wheelmen's four proved to be the speediest, the men running first, second, fifth, and sixth. Fred Richt was the winner of the race, beating Allen by two lengths. A heavy wind prevented the breaking of last year's time, when the event was won by the Patchogue Wheelmen, who did not defend their title to the championship, owing to the retirement of three of their best men from the game.

Heretofore the Kings County Wheelmen have been almost invincible at this style of racing, but they had to be satisfied with second place, while the Orient Wheelmen were third. The points were scored according to the number of men in the race, and the South Brooklyn Wheelmen placed 38 to their credit, while

the Kings County Wheelmen scored 22, and the Orient Wheelmen 18.

Although De Martini, Cacavajo, and Smith had tumbles before the turn was reached, they caught the bunch again and finished with it. Allen was the first to start the sprint, when within about half a mile of the finish, and the rest went after him like a flash. A few rods before the tape was reached, Richt went out and had little trouble in crossing the line about two lengths in advance of Allen, who was closely followed by a bunch of desperately riding men. Richt and Hendrickson were protested on the ground that they had not been members of the club for the required ninety days, but President Obermayer says he can prove they were elected to membership on July 8, which will settle the argument.

The revival of this interesting sport has been hailed with delight by old-timers, who remember when the famous Alphabetical Association conducted such contests over the Milburn course, during '88 and '89. Almost all of these contests were won by the Kings County Wheelmen. For that reason, the sport lagged, and the attempt of the Associated Clubs and the offer of the Eagle trophy is expected to resuscitate what is one of the most interesting branches of the cycle racing game.

Summaries.

Fred W. Richt, S. B. W., first. Time, 29:33%. B. T. Allen, S. B. W., second; A. G. Relyea, K. C. W., third; B. R. Smith, O. W., fourth; C. M. Hendrickson, S. B. W., fifth; E. De Martini, S. B. W., sixth; C. F. Alpers, O. W., seventh; F. E. Doup, K. C. W., eighth; E. A. Rau, K. C. W., ninth; J. Cacavajo, K. C. W., tenth; Henry Moller, O. W., eleventh; D. Saxon, O. W., twelfth.

AL. REEVES.

PRESIDENT ORR MARRIES.

Toronto, Can., Oct. 9.—George H. Orr, president of the Canadian Wheelmen's Association, was quietly married on the 7th inst. to Miss Nicholl, a charming young lady of Mount Forest. Mr. and Mrs. Orr

left yesterday for a trip to the Pacific coast.

President Orr expects to be in Vancouver on or about the 15th inst., when a meeting of the C. W. A. officers in British Columbia will be held and the difficulties of the Pacific coast wheelmen will be discussed and the attitude of the C. W. A. toward them fully considered. The British Columbia wheelmen do not want Sunday racing, for Sunday is as well observed in British Columbia as it is in the east, but what they do want is an arrangement which will permit the C. A. C. C. racing men competing at C. W. A. meets.

There is a strong probability that the C. W. A. will shortly come to the conclusion to leave the racing end of the game out of its constitution. At present a great deal of valuable time and the energies of some of the best men in the association are devoted to keeping track of a hundred or so racing men, many of whom do not even belong to the association, and are in the game for what is in it. The subject has lately become quite a live question, and will doubtless be dealt with at the next annual meeting of the C. W. A.

With the approach of municipal elections, city aldermen are displaying a wonderful anxiety to make concessions with the wheelmen, and some of the greatest obstructionists, as far as wheelmen's rights are concerned, are making great efforts to square themselves. The chief-consul of the Toronto district intends to call a meeting of cyclists at an early date, so that candidates for municipal offices who are known to be favorable to the rights of wheelmen will be indorsed and supported.

W. N. I.

MASSACHUSETTS' FALL MEET.

Brookton, Mass., Oct. 11.—The annual fall meet of the Massachusetts division of the L. A. W. was held in this city Friday and Saturday. A

bicycle parade was a feature of the first day. The Shoe City Wheelmen won the \$50 prize offered to the organization having the largest number in line and the Taunton Cycle Club the \$35 couch for the best appearance. J. W. Bragdon, of Dorchester, was awarded a diamond ring as the best appearing wheelman and Miss Blanche was judged the best appearing woman. The prize for the most grotesque man went to G. M. Crocker, of Boston. The prominent visitors at the meet included Chief-Consul J. Emory Tippets, "Lon" Peck, Racing Board Member Dorntee, Abbot Bassett, and A. G. Frothingham. The racing on the first day consisted of half-mile and mile open events, each in two heats and a final. The summaries:

Half-mile open, amateur—C. E. Hausman, first; H. B. Hills, second; A. F. Wisner, third. Time, 1:06%.

O. e-mile open, amateur—Wisner, first; Hills, second; James Clark, third. Time, 2:17.

Urquhart carried off the honors in the amateur events on Saturday and Tom Butler won both professional races. The summaries:

Half-mile, professional—Tom Butler, first; Bowden, second; Reynolds, third. Time, 1:08.

One-mile, professional—Tom Butler, first; McDuffie, second; H. P. Mosher, third. Time, 2:30.

Half-mile, amateur—Urquhart, first; Tenzler, second; Snell, third. Time, 1:14.

One-mile, amateur—Hausman, first; Urquhart, second; Tenzler, third. Time, 2:24.

E. W. P.

SIDWELL'S NEW RECORDS.

Cincinnati, Ohio, Oct. 11.—Harry M. Sidwell drew a large attendance at the Chester park track, last week, in his trials against time. He had a permit from Chairman Mott to try for records during the entire week, but the weather was very unfavorable, and Tuesday and Thursday were the only days in which he succeeded in establishing records. He will again make attempts as he is very ambitious to hold all the amateur world's records of five miles and under.

On Tuesday, he went after the two-thirds-mile record of 1:14%, made by Hughes, of Denver, May 23, 1896.

Sidwell succeeded in covering the distance in 1:10%. A large crowd witnessed the feat and he was loudly applauded. After a good rubdown he came upon the track and attacked the record of 1:22% for the three-quarters. After a little preliminary work he succeeded in reducing the record 4% seconds, making the excellent time of 1:18 flat for the distance. On Thursday, Sidwell attempted to again become the holder of the mile record which was recently taken from him in the east. Owing to poor pace-making, he was unable to break the record. He again went for the two-thirds-mile record and succeeded in breaking his own record of 1:10%. The new figures established by him Thursday are 1:09%. Sidwell has now all the world's records under one mile and will attempt to lower the records up to five miles.

Big Amateur Meet.

The Henry Clay Bicycle Works gave the largest amateur race meet ever seen in this vicinity last Saturday. The mile dirt track of the Queen City Track Association was in very poor condition, however, and the riders were compelled to ride on the outside, thus riding a mile and an eighth to encircle the track. The list of entries was very large and the best amateurs in Ohio, Indiana, and Kentucky competed. Although the attendance was rather small, the riders warmed to the work and rode with a determination such as is not seen in professional races. In the competition for the mile unpaced George Pierce won, covering the mile and an eighth in 2:32 flat.

Summaries.

One-mile novice—E. Kurze, first; F. W. Midden-dorff, second; C. C. Coppin, third. Time, 2:41%.

Two-mile handicap—E. Kurze, 120 yards, first; Reno Runck, 110 yards, second; A. Fisher, 80 yards, third; E. Wellman, 40 yards, fourth. Time, 5:00%.

One-mile open—Leo Langfelt, first; C. C. Coppin, second; J. Kittels, third. Time, 2:35%.

One-mile open—E. Kurze, first; H. A. Gibson, second; J. D. Parks, third. Time, 2:30%.

Two-mile handicap—Reno Runck, 200 yards, first; W. W. Bitt, 325 yards, second; A. Fisher,

125 yards, third; B. N. Weibel, 150 yards, fourth. Time, 13:14½.

One-mile trials, unpaced, flying start—Geo. E. Pierce, first. Time, 2:32.

C. F. W.

HORSES BEAT A QUAD.

Philadelphia, Pa., Oct. 10.—Three thousand persons attended the race meet at Tioga track on Thursday, the principal attraction being a race between a quad team composed of Church, Stevens, McCurdy, and Starbuck, and six running horses. The race was a distance of five miles, the horses being divided into relays, while the quad team went the entire distance. The horses won by about five yards in 9:52, but the cyclists were subjected to many disadvantages or otherwise they would have won the race. The running horses—and they were fast ones too—raced on the inside of the cycle track, while the quad had to be ridden on the extreme outside. Under these circumstances the latter had to travel a full sixth of a mile farther than the equines, and had to take the turns slowly in order to keep to the track and prevent a collision with horses and spectators.

In the first mile the quad team easily kept up with Romeo, ridden by Merrick. Alda Kirk, with Campbell up, was then put in. This animal dashed away like a streak of greased lightning, running two-thirds of a mile and opening up a gap of fifty yards. Then Tamaqua, with Heinrichs up, took the third relay. Tamaqua ran a mile and still held the lead. Then Neel, on Effie S., took to the track, and, at the end of the relay of two-thirds of a mile, had still further opened the gap by twenty-five yards. In the next relay, Helen T., with Courdier up, did not increase the lead, the positions of the contestants being about the same. In the next relay, Statesman, with Ashbourne up, did not take to the track very well, and it was a steady gain for the quad crew. The gap was soon

closed up, and in the last lap it seemed to be anybody's race. The quad crew, however, lost on the last turn and their strong sprint in the stretch did not avail them much, although they would certainly have won had there been more "straight."

Amateur Events.

In the two amateur events, which were run off previous to the big race, Krick, Gardiner, Shomo, and Rogers were shut out, the prizes going to the limit men.

Summaries.

Third-mile handicap, amateur—V. Daniels, 25 yards, first; J. Hamilton, 45 yards, second; A. G. Daniels, 25 yards, third. Time, :41½.

Five-mile handicap, amateur—L. De Fernelmont, 175 yards, first; H. F. Keiser, 200 yards, second; T. C. Daniels, 175 yards, third; Samuel Moore, 175 yards, fourth. Time, 12:02½.

G. M. D.

ST. LOUIS' PARADE.

St. Louis, Mo., Oct. 10.—The illuminated bicycle parade which was held last Thursday evening, under the auspices of the St. Louis Star, proved to be the most successful bicycle event of the season. It was participated in by fully 1,000 riders, the majority of whom were fancifully costumed, running the entire gamut of disguises from "hoboes" to silk and satin bedecked courtiers; nor was the gentler sex wanting, for they turned out in goodly numbers and in the elaborateness of their costumes fairly outshone their masculine companions.

The competition for the individual prizes was very keen and in many cases the judges found it difficult work to make a decision. The '98 model bicycle for the best appearing wheelwoman was won by Mrs. Minnie Walden Starke, who was dressed entirely in white, the wheel also being painted white, even to the tires and chain, while overhead was suspended a white canopy, in front of which flew three snow-white doves. A. J. Bozalla, with a purple and gold canopy over his wheel and an elaborate costume to correspond, won the gentle-

men's prize in this class, also a '98 model bicycle of the rider's selection. Mrs. A. R. Hyman, arrayed in pink, with her wheel decorated to match, won the \$15 toilet set for the most fancifully decorated lady's wheel, and J. E. Stout won the gentlemen's prize, having a circular canopy over his wheel, decorated with lanterns, which revolved as he rode. The St. Louis Cycling Club, whose members turned out in Satanic costumes of fiery hue, each one carrying a torch of red fire, won the \$50 punch bowl for the club making the most unique display; the Branch Guard Cycle Corps winning the silk banner for presenting the best alignment in passing the judges' stand, while the Century Road Club won the silver cup for the largest number of men in line.

W. P. L.

SUCCESSFUL AMATEUR MEET.

Washington, D. C., Oct. 9.—A very successful amateur meet was held at International Athletic park today under the auspices of the company controlling the track. The third-mile course was in excellent condition and the several "feature" races provided by the promoters were greatly appreciated by the spectators. The inter-city race between teams of three representing Washington and Baltimore was won easily by the Washington team, composed of Moran, Wilson, and Smith, who ran one, two, three. This race was the first of a series of five for a trophy cup now in possession of the Washingtonians, who won it last year. The race for members of the police force attracted a great deal of attention and when the men appeared on the track they received an ovation. Fred Schade, paced by a triplet, went against the track record of 2:06 and succeeded in cutting it down to 2:02 $\frac{3}{4}$.

Summaries.

One-mile novice—Ed. Smith, first. Time, 2:47.
Two-thirds-mile open—G. E. Smith, first; L. B. Dannemiller, second; Fred Schade, third. Time, 1:36.

One-mile team race; Washington vs. Baltimore—Won by Washington, 15 points to 8. Time, 3:22 $\frac{1}{2}$.

Two-mile handicap—W. W. Pittman, 160 yards, first; William Brearley, 150 yards, second; John Hill, 180 yards, third. Time, 4:39.

One-mile, open to members of metropolitan police force—C. C. Eastes, first; J. A. Duvall, second; E. L. Plemmons, third. Time, 3:02 $\frac{1}{2}$.

One-mile open—E. L. Wilson, first; Fred Schade, second. Time, 2:42 $\frac{1}{2}$.

Three-mile pursuit—Schade and Moran won. Time, 7:17 $\frac{1}{2}$.

One-mile against time, paced—Fred Schade. Time, 2:02 $\frac{3}{4}$; track record.

H. G. W.

FALL MEET IN JERSEY CITY.

New York City, Oct. 11.—A heavy wind, several disagreements among the trainers and officials, and some very good sport were the features of the fall race meet of the Hudson County Wheelmen at Jersey City on Saturday. Walter C. Roome proved, by his clean win of the mile open, to be the best man present. Harrison's attempt to break the amateur hour record was postponed owing to the small size cyclone which would have prevented a record of any kind being established.

Summaries.

Half-mile handicap—Leon Chenaud, 30 yards, first; Harry Blauvelt, 30 yards, second; H. E. Boardman, 50 yards, third. Time, 1:12 $\frac{1}{2}$.

One-mile open—W. C. Roome, first; Jack Jasper, second; A. N. Ransom, third. Time, 2:33 $\frac{1}{2}$.

Two-mile handicap—Harry Hosford, 60 yards, first; James A. Scott, 90 yards, second; L. Chenaud, 150 yards, third. Time, 5:29 $\frac{1}{2}$.

Two-mile triplet pursuit race—Jasper, Dewey, and Korb, first; Griffin, Harrison, and Hunter, second. Time, 4:40.

Five-mile club championship—C. O. Dewey, first; A. N. Ransom, second; W. L. Darmer, third. Time, 15:26.

A. R.

LOUISVILLE'S PARADE.

Louisville, Ky., Oct. 11.—The wheelmen took possession of the city last Friday night to celebrate the building of a cinder path on the Southern Parkway. About 1,500 wheelmen formed in line of parade, and thousands of spectators gathered along the line of route. The demonstration was to show the board of park commissioners that their work was appreciated by the wheelmen. A detail of mounted police led the parade, followed by a detail of the Louisville Legion Bugle Corps, also

mounted on wheels, and then came A. H. Robinson, the chief marshal, and his four aides. Eighteen divisions, under the leadership of an assistant marshal and four captains, then followed in order, with the other wheelmen bringing up the rear.

The most meritorious design was that designed and built by Frank W. Parfitt, the electrician at the Auditorium track. He built a full rigged ship on two tandems, with masts for sails and a platform in front of the machines for his little son, who handled a 900 candle-power searchlight. The Misses Ryan and Snelling led the parade, dressed entirely in white and riding white enameled wheels, for which they received the first and second prizes for the ladies making the best appearance on single wheels. William Graves, of the same division, received the prize for the gentleman with the finest appearing float. He had his wheel surrounded with a frame to represent a sleigh. Mr. and Mrs. W. R. Caperton received prizes for their design of a ship built on a tandem. Every part of it was in white and their costumes were also of the same color. The design was about fifteen feet long and twelve feet to the top of the mast. J. W. B.

THE CYCLE PATH QUESTION.

Rochester, N. Y., Oct. 11.—The wheelmen of Monroe county are in possession of a fine system of side-paths which is rapidly growing to be an elephant on their hands. The paths were built through the efforts of the wheelmen themselves, and without any aid from the city, but all attempts to raise money to care for them properly this year have failed and some of them are rapidly becoming worse than useless. Assemblyman William W. Armstrong, father of the baggage bill bearing his

name, made a speech at the recent election of the Lake View Wheelmen, of which he is a member, which promises a solution of the difficulty. He said:

"I would make the suggestion that it would be a good idea to father a movement favoring a bill providing that the board of supervisors be empowered to appoint a sidepath commission, to serve without pay, and this commission be empowered to issue licenses permitting wheelmen to ride on the sidepaths of the county. The price of the license might be fifty cents a year. From this source of income a sum between \$5,000 and \$10,000 might be raised yearly which would be sufficient to keep existing paths in excellent repair, build some additional ones each year, and employ three or four special officers, whose duty it would be to preserve order along the paths.

"Such a bill would also give the paths a legal status and farmers would no longer be able to destroy the paths in various ways without having to pay the penalty of a misdemeanor. The wheelmen are protected from injury to the paths by wagons being driven over them, but there is nothing to prevent a farmer plowing the path up, which is sometimes done. All efforts to raise the money among the wheelmen voluntarily have failed and some such measure seems necessary to preserve their perpetuity."

It certainly would be a shame if the fine system of paths now existing in this county were allowed to become ruined through a lack of attention, which will inevitably happen unless something is done without much delay. A system similar to the one outlined above is in force in Niagara county, where it is giving great satisfaction. N. E. C.

CIRCUIT CHASERS IN THE SOUTH

After Riding at Peoria and Racine the Racing Men Depart for Warmer Climes—Bald Abandons His French Trip and Will Fight for the Championship—Late Meets

Louisville, Ky., Oct. 12.—E. C. Bald has given up his plans of going abroad and will race on the extension of the National circuit to its close. When Bald heard that he would forfeit the American championship if he was off the circuit for a month or over he gave up the idea of going to France. Bald joined the circuit at Racine, October 9, and won the mile open as a starter on his return.

The National circuit will close at Pensacola, Fla., November 20. From there some of the racing men will follow a line of meet points extending to the City of Mexico, while others will go north to attend the indoor races at Madison Square Garden, Boston, and Philadelphia. Bald has a long lead in both tables, and his return to the circuit has caused great consternation in the ranks of the racing men. That Bald will finish in the lead in both tables, there is no question now, and he will probably add \$2,000 more to his prize winnings.

Tom Cooper gained some in his percentage the past week and rose one position in the thermometer, taking the place of Stevens and forcing that rider down into fifth place. Cooper is now third in both tables. He is riding better and may probably finish up in second place in the tables at the close of the circuit.

Arthur Gardiner rode in excellent shape the past week and gained in his percentage. He rose from eighth position in the thermometer to

fourth place, a few points below Cooper. In points, Gardiner is next to Bald, but Cooper will overhaul him, as Gardiner will go for records and leave the circuit. He may return toward the close so as to keep in the tables.

Major Taylor has not ridden on the circuit for a long time. He is being steadily forced down by those who gain in points and percentage, and if he should stay off the circuit much longer he will have no opportunity for a good position in the tables.

Orlando Stevens is fast losing ground. Stevens occupied third and then second position in the thermometer a long time. His riding of this season has been above the average, but lately he has been out of form. He will have to make a hard fight now to get where he was three weeks ago.

Fred Loughead, by his excellent riding at the Buffalo and Detroit meets, gained considerable in percentage, and now occupies second position in the thermometer. Loughead left the circuit at Detroit, but will again appear somewhere in the south.

The remaining men in the tables hold their same positions as of last week without any material change.

Points and Prize Winnings.

Bald	113	\$2,742.00
Gardiner	64	1,405.00
Cooper	52	1,205.00
Butler, N	46	940.00
Mertens	39	907.00
Taylor	34	690.00
Stevens	30	725.00

Points and Prize Winnings—Continued.

Loughead.....	28	495.00
Newton.....	27	640.00
McFarland.....	26	895.00
Kimble.....	26	628.00
Hoyt.....	25	465.00
Newhouse.....	18	305.00
Brown.....	13	225.00
Butler, T.....	11	250.00
Titus.....	9	1,175.00

Percentage Table.

Bald.....	.878
Loughead.....	.660
Cooper.....	.628
Gardiner.....	.621
Stevens.....	.615
Mertens.....	.614
Newton.....	.610
Taylor.....	.604
Hoyt.....	.585
Butler, Nat.....	.563

SECOND DAY AT PEORIA.

Peoria, Ill., Oct. 7.—Four firsts in one day's racing, four wins in five starts, and the winning of four heats as well, was the fine record of Earl W. Peabody, of the Chicago Cycling Club, today at the second day's racing of the Peoria Bicycle Club's National circuit meet. Peabody seeks the scalp of Zimmerman, the record of the "Skeeter" being 103 firsts in a season. With his two wins of yesterday and four of today, he now has seventy-eight firsts, within twenty-five of the goal he has sought so anxiously all the season. Peabody rode today in the form which is to land him the great prize he seeks. He never tired, and, providing he maintains but a little of the form displayed today, he has the record within his grasp.

The Races.

There was nothing very interesting about the seventy-fifth win for Peabody. It was the two-mile state championship and no pacemakers were employed. Morse jumped at the three-eighths and gaining twenty yards on Peabody, went away from home as the scared cur that was given for the quarter-mile open race of yesterday might have done, Peabody going after him. Twenty yards from home the Chicago man jumped

his team mate and the race was over. The time was 5:23.

Peabody, Morse, Hatterslee, and McCarthy were on scratch in the final heat of the amateur mile handicap. Peabody made the running for the scratch men for a quarter, and McCarthy took it away from him. Two men away out in front changed and changed about pace, one of the pair finally quitting. Peabody loafed with the back men. Breese, 110 yards, was the long-mark man, and he never loafed for an instant, winning out by a handsome lead. Peabody was crowded over the pole down the stretch and went back of the judges' stand at full speed, nearly going over a pile of logs in his attempt to guide his wheel in the hard rough going. Costello, Benjamin, and Morse ran in order, the last named the only scratch man to show. The time was 2:09½, explaining the reason perhaps for Peabody's not coming all the way. Had he done so a new record would have been marked up. Peabody entered a protest, claiming that Benjamin crowded him over the pole, naming a number of people around the track as his proof. Referee Patee not only refused to listen to the protest, but disqualified Peabody for the balance of the day for what the chief-consul chose to style the Chicago boy's strong language.

The Professional Events.

Eight men started in the final of the 2:10 class, professional. Special prizes were offered at each quarter and the men did not know it. Lavin took the first and the second because the others allowed him to do so. Lavin also gained the third special, and big Cummings, of Iowa, went away for home, far too strong for Freeman, the Californian, who ran him a close second, with Hadfield in third, and Coleman in fourth position. The time was 2:21½, the meet promoters paying \$15 for something they did not secure through carelessly

omitting to tell the starters of the special prizes.

The half-mile open professional was decided in four heats and a final with two men to qualify in each heat, the third in the fastest heat. No pacemakers were employed in the heats.

Gardiner's Race.

Cooper's tire punctured in the first, forcing him to quit and the men objected to his starting in another heat. In the line-up for the final the order was Cummings, Kimble, Steenson, Randall, Marsh, Freeman, Brown, Gardiner, and Coleman. The special prize at the quarter caused a rather warm fight and Steenson gained the money. Coleman followed Steenson and Gardiner was in third place when he started for the front. Cummings came up from the back, and passing along the pole gave Gardiner a hard rub for the position. Gardiner gained the race by half a length over Cummings, and Marsh ran third, with Coleman fourth, and Randall, Kimble, Brown, Freeman, and Steenson in the order named. The time was 1:05½.

Peabody took back the naughty things he had said to Referee Patee and the referee allowed him to start in the mile open. Peabody took his heat handily. In the final the seeker after Zimmerman's scalp shot up the line in the stretch and took his seventy-sixth win, over McCarthy, of St. Louis, with Porter, of Detroit, third, but a half length back of the winner. Hatterslee, of St. Louis, was fourth. The time was 2:19½.

Summaries.

Two-mile handicap, amateur—Peabody, first; Porter, 35 yards, second; McCarthy, scratch, third. Time, 4:40.

One-mile handicap, professional—Brown, 20 yards, first; Fisher, 80 yards, second; Kimble, 20 yards, third; Aker, 75 yards, fourth. Time, 2:07½.

Half-mile open, professional—Gardiner, first; Cummings, second; Marsh, third; Coleman, fourth. Time, 1:05¾.

One-mile 2:18 class, amateur—C. Gruis, first; H. R. Davis, second; Morse, third. Time, 2:17¾.

One-mile open, amateur—Peabody, first; McCarthy, second; Porter, third; Hatterslee, fourth. Time, 2:19¾.

Two-mile state championship, amateur—Pea-

body, first; Morse, second; Davis, third. Time, 5:23.

One-mile handicap, amateur—J. L. Breese, 110 yards, first; F. J. Costello, 70 yards, second; H. S. Benjamin, 50 yards, third; Morse, scratch, fourth. Time, 2:09¾.

NIGHT MEET AT RACINE.

Racine, Wis., Oct. 8.—The first cold weather met with this season upon the National circuit was had at the races in this city tonight. Two days of racing made up the programme, with the first meet run at night. The circuit chasers arrived in their special cars about noon, and after dinner paraded in carriages through the business portion of the city and also visited Horlick's malted milk plant some miles out of the city. The weather was cold and the riders found it impossible to keep warm. People attending the meet were muffled up in their heavy winter clothes, but the air was too cutting to keep warm. Notwithstanding the cold, nearly 2,000 people attended the races. Falls occurred during the running of the events, but no one was seriously injured. The wheels and men sliding on the cement track when they fell, caused sparks of fire to flash up, which gave the spectators a display of fireworks without extra charge.

The line-up for the final of the professional mile 2:10 class was, Freeman on the pole, Randall, Aker, Coleman, Fisher, and Steenson following in order out. W. E. Saunders was placed in to pace the race. In the fight for the pacemaker, Aker secured the position with Randall, Freeman, Coleman, Fisher, and Steenson following in order. On the third lap the pace dropped out and the men shifted for positions. At the bell, Aker took the lead and rounding into the backstretch Randall caught his rear wheel. Aker made a long sprint and pulled Randall in the homestretch and then sat up himself. Aker swung out and let Randall through on the pole. Freeman, who was following Randall, was thrown out of his stride

and had to go clear round on the outside of the bunch, riding on the last block of cement. As the bunch swung into the homestretch, Freeman came round on the outside and ran away from the field, winning by four good lengths. Randall, who was pulled in the race, was passed by Fisher and Coleman coming down the homestretch, the two finishing in the order named. Randall secured fourth place. Aker and Stenson also ran. The time was 2:10 $\frac{1}{2}$.

Lucky Win for Brown.

The professional mile open, the principal event of the evening, proved a disastrous race. All but two of the men fell in the race, Brown and Hadfield. Coleman, Freeman, Brown, Aker, Hadfield, and Randall qualified in the preliminaries for the final and lined up in the order named on the pole. Kimble, Hoyt, Nat Butler, Marsh, Fisher, and Wells were shut out in the heats. Saunders was placed in to pace as his work in the first race was very satisfactory. At the crack of the gun, Aker jumped and secured the pace. Randall dropped into second place with Brown, Coleman, Hadfield, and Freeman following in order.

At the bell, Freeman came up from last position and took third place. Entering the backstretch, Brown jumped into a sprint and secured the lead. Aker and Coleman fought for his rear wheel and the consequences were that both men came together and fell, throwing all those behind them. Freeman was on the inside and Aker fell against him. Hadfield came up on the outside just as the fall occurred and avoided being thrown. This left Brown and Hadfield in the race, the former winning by a wheel length. Aker rolled about twenty feet on the cement track. W. M. Randall jumped up and made a good hundred-yard sprint crossing the tape for third money, but he had forgotten

his wheel and could not secure the prize. Aker finished third with his wheel and will claim the money. The time was 2:11.

E. W. Peabody won the mile open amateur by inches from J. L. Hart. The two men fought the whole last eighth of a mile, and Peabody won the race right at the tape, where he forged ahead by a final jump. This makes the seventy-ninth win for Peabody this season.

Summaries.

One-mile, 2:10 class, professional—H. B. Freeman, first; J. Fisher, second; Watson Coleman, third. Time, 2:10 $\frac{1}{2}$.

One-mile open, professional—A. I. Brown, first; Chas. Hadfield, second. Time, 2:11.

One-mile open, amateur—E. W. Peabody, first; J. L. Hart, second; Nat McDougall, third. Time, 2:30.

Match race, best two in three heats—A. R. Bauman, first; Peter Olle, second.

BALD AT RACINE.

Racine, Wis., Oct 9 —Cool weather hurt the attendance and a comparatively small crowd was at the second day of the National circuit meet. It was icy cold and people brought their wraps, and then froze. The circuit men were thankful that it was the last meet in the north this season and that twenty-four hours would see them under way for the warm sunny south land where the glad hand was ever present. Bald and Gardiner were present for the second day's sport and Gardiner went home with nothing owing to an arbitrary ruling in the heats on which a time limit of 2:20 was placed. Cooper, Gardiner, Hoyt, and other good ones were shut out in this ruling and the people of Racine did not have the opportunity to see the good men together in consequence. Peabody took his eightieth first of the season. Bald rode an exhibition mile in 1:49 $\frac{1}{2}$, failing to get Cooper's track record of 1:49 owing to the extreme cold. Bald had no difficulty in winning the mile open from Butler and Aker and will go south instead of to Europe, fighting the National circuit out to the close.

Cooper was on scratch in the final of the two-mile handicap with Kimble at 25, Hoyt at 35, Coleman at 45, Wells at 60, and others out ahead to Weilup at 150. Four men formed in front and the back men worked together better this time than in the heats. Kimble, Hoyt, and Wells all aided in getting up and the field practically closed at the mile, Cooper jumping out of the back bunch back of Coleman. Hoyt and Wells dropped back of the bunch and started up round the bunch. Wells had the lead at the bell and Hoyt was on his rear wheel. In the backstretch Hoyt worked round to the front and then came strong all the way. Wells worked harder than he has worked for some time and gained second, while Kimble took third in good style.

Summaries.

One-mile open, professional—Bald, first; Nat Butler, second; Aker, third. Time, 2:17½.

One-mile open, amateur—Peabody, first; Morse, second; Gruis, third. Time, 2:33¾.

Two mile handicap, amateur—J. Dollister, 135 yards, first; A. H. Barnikle, 150 yards, second; C. H. Gruis, 100 yards, third. Time, 4:42¾.

Two-mile handicap, professional—F. C. Hoyt, 35 yards, first; Wells, 60 yards, second; Weilup, 165 yards, third. Time, 4:44¾.

AT LOUISVILLE.

Louisville, Ky., Oct. 12.—The first night's racing on small tracks was had in this city tonight on the six-lap cement track. The track was well lighted and about 1,000 people attended the races. The track is not well banked and the riders found some difficulty in holding the sharp turns.

The first race of the programme was the mile 2:05 class, professional. Those who qualified in the heats and the semi finals were Seaton, McFarland, Walthour, Wells, and Nat Butler. Saunders paced the race. McFarland went to the front on the fourth lap, but was passed on the sixth lap by W. Seaton, who went by on the turn and won out by a good length. Walthour and Wells passed McFarland in the short stretch and

finished in order back of Seaton. The time was 2:10.

The half-mile handicap was a fight from start to finish. Cooper and Nat Butler started from scratch, the limit man having 90 yards. At the crack of the gun, Cooper and Butler pushed out and closed with the back-mark men on the first lap. On the second lap the whole field had been rounded up, but Cooper and Butler found it impossible to go round the fast riding field. Cooper rode on the outside of the men and finished up in fifth place, riding from scratch in 1:00¾. Conn Baker beat out Charles Wells for first place by half a wheel. Coleman was third. The time was 1:00½.

Peabody's Eighty-First Win.

The two-mile handicap amateur was won by Peabody from scratch, with Phil Bornwasser, scratch, second, and Frank Frain, scratch, third. The time was 4:42¾. This win makes the eighty-first for Peabody.

The professional mile open proved the best of the evening. The race was hard fought from start to finish, and the combination did not work in this race. The line-up on the tape was Cooper, Walthour, Hadfield, Kimble, and Nat Butler. Saunders paced. At the crack of the gun, Butler jumped ahead and caught the pace-maker. Cooper, Kimble, Hadfield, and Walthour followed in order. On the first lap, Hadfield and Walthour were dropped, but closed the gap on the second lap. On the fifth lap Kimble's tires punctured and he was thrown out of the race. On the fourth lap, Hadfield made a sneak from the back of the bunch, with Walthour on his rear wheel. The two men gained the lead and Butler caught the rear wheel of Walthour on the last lap. Cooper jumped around Walthour and Hadfield and led down the homestretch by a length, crossing the tape an easy winner. Walthour beat Butler out by half a wheel for second

place. Hadfield ran fourth. The time was 2:07.

Summaries.

One-mile, 2:05 class, professional—Seaton, first; Walthour, second; Wells, third. Time, 2:10.

Half mile handicap, professional—Baker, 30 yards, first; Wells, 35 yards, second; Coleman, 25 yards, third. Time, 1:00½.

Two-mile handicap, amateur—Peabody, scratch, first; Bornwasser, scratch, second; Frain, scratch, third. Time, 4:42¾.

One-mile open, professional—Cooper, first; Walthour, second; Butler, third. Time, 2:07.

F. ED. SPOONER.

STARBUCK SUSPENDED.

Baltimore, Md., Oct. 12.—Chairman Mott tonight issued the following notice:

"Special Bulletin.—Until accounts for pacemaking are settled, Manager Dixie Hines, of New York, is ruled off tracks, and J. Frank Starbuck, of Philadelphia, is suspended from track and road racing.

"ALBERT MOTT,
"Chairman Racing Board L. A. W."

A CHALLENGE TO ZIMMERMAN.

Bearings is in receipt of the following letter from a man who is prominent in cycling and who is prepared to carry out the proposition that he makes, but who, for the present, does

not care to enter into any newspaper controversy and therefore does not care to disclose his name.

Editor Bearings: As a follower of the American race track and an admirer of some of the leading racing men and believing in things American beyond all others, I am interested in an article in the daily papers giving an account of the proposed trip to France of Arthur A. Zimmerman, the ex-champion. I have not quarreled with Zimmerman, but it would be better if he sailed to France under true colors than under the false ones that any alleged "manager" should make for him. Zimmerman is hailed in one article "King of Champions," without the prefix "ex" before it.

I would say to "one of the best American managers," that Mr. Zimmerman need not go to Paris for competition. He can get plenty of it right here and if he can win, make just as much money and more than in Paris. I will match six men against Zimmerman for \$1,000 each, making \$6,000 in all, Zimmerman to be allowed to select two of his distances, and the writer two, and the remaining two to be named by the editor of Bearings.

This is plain talk, and if Mr. Zimmerman or his manager entertains the proposition, I will send a certified check for \$500 to show that business is meant, but I must refuse to enter into any newspaper controversy with any one representing Mr. Zimmerman.

L. D. S.



MICHAEL CHANGING PACE



THOMAS TAGGART, MAYOR OF INDIANAPOLIS.

Thomas, or "Tom" Taggart, as he is better known, was, for the second time, elected mayor of Indianapolis last Tuesday. He had already proven himself not only favorable to the interests of wheelmen, but took a personal interest in their affairs. He is president of the Indianapolis '98 Meet Club, and in that capacity attended the L. A. W. annual meet at Philadelphia in August where, with other members of the club, he did yeoman's service in promoting the cause of the Indianapolis wheelmen. With six candidates in the field he received more than half of the votes cast. In politics Taggart is a democrat, and is the first mayor of Indianapolis to succeed himself under the present city charter. F. W. Van Sicklen was one of his most ardent supporters, and took charge of the wheelmen's end of his campaign.

EDITORIAL

GOOD INFLUENCE OF THE WHEEL.

A great many persons have taken occasion to find fault with the influence the bicycle has had upon the public health and morals and especially upon various lines of trade. Without attempting to refute the assertions made in these complaints, it is a simple matter to point out that the old adage, "It's an ill wind that blows nobody good," is very applicable to the case. Take, for instance, the influence of the bicycle on our city streets and national highways. The fact that interest in the improvement of our country roads was first widely aroused through the efforts of those interested in the bicycle is undisputed, and probably no one has the temerity to assert that the agitation for better streets in Chicago, Baltimore, and a number of smaller cities was not instituted and is not being maintained by the wheeling fraternity. The need of better and cleaner streets is no doubt apparent to all the residents of these cities—the dust and mud make it plainly so—but the ordinary pedestrian, who travels between home and office on the cars and takes his pleasure riding in a luxurious carriage, views the matter about as apathetically as he does the corrupt practices known to exist in public offices. It takes the bicycle rider, who suffers from every jolt caused by roughnesses of the paving, and from side-slip, muddy clothing, and dirty wheel, resulting from uncleaned streets excessively watered, to fully appreciate the need of wholesale improvement. He takes a most active interest in the matter and agitates the subject until he gets results, wherefore he makes the better citizen.

Carter H. Harrison is the first mayor of Chicago in many years who has been instrumental in having the city's thoroughfares well paved and properly cleaned—and Carter H. Harrison is a bona fide cyclist.

NEW RACING RULES SUGGESTED.

The racing men who have followed the National circuit this season are not fully satisfied with the methods of running races adopted by some of the meet promoters and referees. They find fault principally with the plan of selecting the best rider in a given heat to pace to qualify, which shuts many good men out of the chance of earning something on the side for pacemaking in the heats and at the same time prevents the chance of other contestants qualifying through the failure of the best man to qualify, which is not by any means an impossibility. The real reason for the cracks being drawn to pace lies at the door of the so-called team work. Men of the second class, when put in to pace to qualify, were claimed to be assisting others in the race when the final heat came. To put a stop to this, the referees picked the best rider in each heat to pace to qualify, and the stars of the path agreed that the proper remedy for the evil had been found, and willingly agreed to do the "donkey work" in order to qualify. But now the other men in the heats are objecting, claiming that on many occasions

the stars would fail to qualify for some reason or other if they did not pace to gain a start. All riders naturally desire equal chances in the contests, and in the hope of remedying evils which have prevailed all season a committee representing the racing men, and composed of managers of the teams on the National circuit, drew up a set of resolutions covering the points.

It has also been customary to start too many riders in the heats, and it is suggested that from four to seven only be started, according to the size of the track. Another change is proposed in the placing of men in the heats. This has been left entirely to the discretion of the meet promoter, who has picked out the contestants to suit himself; but the riders would prefer that the matter be left more to chance, which could work no injustice to any.

The resolutions adopted are as follows:

1—That race meet promoters shall not pick out pacemakers for heats who shall be eligible to qualify for a final. Should a pacemaker be put in, he shall be paid for such pacing, and shall pull out at the three-quarter-mile pole and not qualify for his heat. Those who win positions at the finish only shall qualify for the final.

2—In case no pacemaker is put in, all heats should be run each contestant to show up in the lead and set pace. Any contestant who goes to the front slowing down the others should be disqualified. The first fifty feet from start not to count as pacing. No time limit on heats. All changes to be made before the three-quarter-mile pole is reached.

3—In placing men in heats, a number shall be put into a box for each contestant entered, and these numbers shall be drawn, from five to seven in each heat, and the men shall start in heats according to their positions as drawn in heats.

4—It is suggested that from four to seven men start in heats, according to the size of the track, one man to qualify in each heat, and second man in fastest heat, for the final heat.

WITHHOLDING LIST PRICES.

Traveling salesmen are out on the road now trying to secure orders from agents for bicycles whose list prices they do not know. They are heavily handicapped by the manufacturers' doubtful policy of waiting for some one to take the lead in making public his lists. The

salesmen are thus compelled to make contracts whose terms are provisional upon the prices to be later announced by the makers, offering the agent wheels at one price if they retail at \$100 and at a lower price if they retail at \$75 or \$60. Undoubtedly this uncertainty as to retail lists has a marked tendency to delay the giving of orders, since the agent knows that a difference of \$25, more or less, in the purchasing price of a bicycle, must have a material effect on his sales to customers.

There is apparently no good reason why list prices should not be disclosed immediately the salesmen are started out on the road. If one were to ask any leading maker if he was waiting to see what other makers or companies would do with regard to prices, he would almost surely deny such an imputation, asserting that he knows precisely what it costs his concern to make and market its machines, and that he knows just what they can be sold for to realize a profit. Yet there remains that hesitancy to disclose next season's list prices which necessarily interferes with the traveling representatives' efforts to secure orders and is an annual source of annoyance to the whole trade.

When J. W. Stocks lowered the mile record to 1:35 $\frac{2}{5}$, the bare announcement of the fact was published in the daily papers. As the details of the ride were not at hand, Bearings, in mentioning the new record, said that "it

is more than probable that Stocks was paced by an electric triplet. He has been experimenting with motor car pacing of late, and no doubt used it to cut Platt-Betts' record." The following week our English letter told how Stocks got the record, paced by quads and triplets. This fact seems to have been overlooked by most of the prominent newspapers of this country, for, since Michael has been making such phenomenal rides against the watch, the dailies have all declared that Stocks' records will not be accepted because he was not paced by man-power. Stocks made his rides in a legitimate manner, under the rules of the N. C. U., and his times will stand as world's records until some other speed merchant rides faster under the same conditions.

Zimmerman will lose \$1,000 by going to France. M. Baduel will pay "The Grinder" \$5,000 for crossing the pond, while an American offers to put up \$6,000 for races between Zimmerman and six other American stars. All that Zim has to do to get the \$6,000 is to be the first man across the tape in each of the races.

It was so cold at the Racine meet that it was necessary to run heats to keep the people warm.

*Eddie Bold**The White Flyer*



**PALMER
TIRES**
MARK THE HIGH-GRADE WHEEL

RECORDS.

Palmer Tires Secure a Few Choice Records.

WORLD'S TRIPLET RECORD, 1:46 4-5.

Made at Kalamazoo, Oct. 4, by Kiser, Mertens, and Johnny Johnson on a Spalding fitted with Palmer Tires.

Last year, during the National Circuit meet at Kalamazoo, Clark, Bainbridge, and O'Connor, while members of a double-tube tire team, secured the world's triplet record for Palmer tires, much to the disgust of their employers. The same riders, on — & — tires, made attempt after attempt to lower their Kalamazoo record, and had to give it up. It was finally lowered at New Orleans by another team on a Franklin triplet, fitted with — & — tires. The record will probably remain where it is for some time.

ILLINOIS STATE RECORD, 1:51 4-5.

Made at Garfield Park, Chicago, Oct. 2, by Earl Peabody on an Adlake fitted with Palmer Tires.

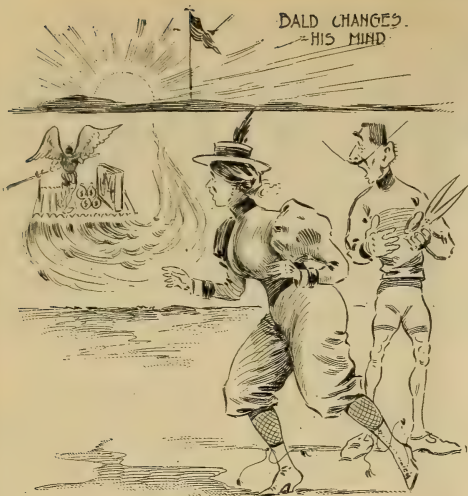
WORLD'S TANDEM RECORD, 1:54.

Made at Detroit, Oct. 2, by Hood and Carlson (amateurs) on a Spalding tandem fitted with Palmer Tires.

BUFFALO-NEW YORK RECORD, 51:33:00.

Made by H. Reese, Brooklyn, Sept. 18, on a Spalding fitted with Palmer Tires, breaking previous record over three hours.

THE PALMER PNEUMATIC TIRE CO.
CHICAGO
NEW YORK OFFICES, 66-68 READE ST.



DAD CHANGES
HIS MIND

STOCKS, NR. 32-1086. MI. 135 1/2

MICHAEL, NR. 32-635 MI. 136



STOCKS
JUST OUT
OF REACH

EVENTS OF THE WEEK

INDIANAPOLIS
HAD A
CARTER
HARRISON



FOTTER
REPAIRING
HIS FENCES



CHARLES HOBBS



BOOTHOURS
THIS TIME



STARDUCK
SUSPENDED

Have You Been Watching This Page?

Are You
Getting
Very
Impatient?

The time is drawing near when our representative will call upon you with the finest line of wheels ever produced—a line that will make other manufacturers green with envy. The best dealer in every town will be very glad that he waited for the Columbia representative.

You won't have to wait for the cycle show this year, you won't have to wait until spring to sell wheels—you can take our line and make money on it all winter.

Remember, Mr. Dealer, there is only a 60-day guarantee this year! The material of which the bicycles you sell are made, means a great deal to you! Columbias are made of the very expensive 5 per cent Nickel Steel Tubing, and high-grade Hartfords of the well known "Pioneer" 50 per cent Carbon Steel Tubing.

The Columbia name-plate means more to the rider this year than ever before.

**IT WILL INTEREST YOU MORE
THAN EVER TO WATCH THIS
PAGE FROM NOW ON.**

Not
Much
Longer to
Wait!

If Columbias are not properly represented in your vicinity, let us know.

POPE MFG. CO., Hartford, Conn.

Mention Bearings

TRADE

TRADE LETTERS

NEW MODELS SEEN.

The Gendron Is a Beauty—Vikings Much Altered—Betts to Start a Plant in Mexico.

Toledo, Ohio, Oct. 11.—When the outlook is favorable for a fruitful year's business in wheels, it must also be considered that the outlook is good for the manufacturers of parts and sundries, and for everything pertaining to the construction of a bicycle. As an evidence of this fact comes the announcement of the Toledo Machine & Tool Co., through its manager, J. G. Robison, that it has a contract for the early delivery of 60,000 saddle stampings to a company not many miles from Toledo. This saddle company began with an order for 20,000 saddle stampings. Later it was increased to 40,000, and now to 60,000, and in a recent communication the firm avers that it can use 100,000 stampings as soon as they can be manufactured. There must be some reason for this heavy order, for it would not be warranted unless there were a corresponding demand for wheels and a place to market them. Manager Robison reports a splendid trade in steel stampings and observes a noticeable eagerness on the part of his customers to get them in good time. Recently the Toledo Machine & Tool Co. sent a car load of special machinery for a bicycle manufacturing industry in Birmingham, and besides this, sent out other orders of a smaller nature to other English manufacturing concerns, all of which would tend to indicate an active and prosperous season for this company during the coming year.

Snell Returns From England.

Samuel Snell came home from England Sunday morning and with him came as a guest Thomas Smith, of Birmingham, who, beside being one of the heaviest stockholders of the American Weldless Steel Tube Co., controls and operates six different industries in Birmingham. It was supposed

upon the receipt of Mr. Snell's cablegram before his departure from Birmingham, that Edward Warwick would accompany him home to Toledo, but it is announced by Mr. Snell that he remained behind to close up the final details for the combination of the Toledo and the Ellwood, and Greencastle, Pa., tube industries.

When asked concerning the report that he would soon move his family to England and remain there permanently, Mr. Snell said: "I have not fully decided as to that. I have gone into business over there, but still retain business interests here, and if I should stay here I should make frequent business trips to the other side; while, if I should move back to England, it would necessitate frequent trips to this country. I am a sort of free agent and can not say just at present what arrangements I shall make."

Mr. Smith will remain in Toledo as the guest of Mr. Snell until the latter part of this month, and during the interim will arrange some business matters of importance. Before returning to his Birmingham office, Mr. Snell will also arrange several little deals for the introduction of Toledo wheels and Toledo sundries and accessories into England in 1898.

Working on '98 Seamless Tubing.

Preparations have been well started by the Brewer Seamless Tube Co. for the '98 output, and it is given out by the managing heads that sufficient orders are at hand to keep the plant in operation for several weeks. The manager for the coming season, as last, is W. C. Brewer, who states that it is the intention of the company to run through the winter and spring and until the close of the season next fall before shutting down. Seamless tubing is to be made the same as last year, and the guidance of the plant is still in the hands of Robinson and Edmund Locke, with the same directory behind them. Robinson Locke is president and Edmund Locke secretary-treasurer. A bright outlook is re-

IT'S A GOOD PLAN TO BE ON THE RIGHT SIDE OF THE MARKET

Jobbers and dealers looking for "good things"
for '98, will find it to their advantage to take
a look at

OUR NEW MODELS OF MARCH-DAVIS

and Admiral bicycles on exhibition in room 800,
Isabella building, 46 Van Buren street, Chicago.

MARCH-DAVIS CYCLE MFG. CO.

Factory, 44th and North Aves., Chicago.

47 Warren St., New York.

Mention Bearings

35



CHASE

TOUGH TREAD

TIRE



Light
and
Resilient.
Practi-
cally
Puncture
Proof.

LESNA ON.....

CHASE TOUGH TREAD TIRES

Has broken all American records 3 to 30 miles.
All world's competition records 3 to 25 miles.

Made by L. C. CHASE & CO., Boston.

Branches: NEW YORK, CHICAGO, PHILADELPHIA, BUFFALO, SAN FRANCISCO, LONDON.

Mention Bearings

ported and it is thought many men can be given employment during the winter season.

Holiday Goods for Africa.

It is well that the Toledo Metal Wheel Co. has a good start on the '98 season, for the demands being made upon it are indeed many and extensive. One communication of note came last week from an importing house in Cape Town, South Africa, asking for the shipment of a large consignment of juvenile wheels and wire wheel goods in time for the holiday season, or upon the steamer sailing from New York City on the 20th of this month. In addition to this, an order came last week for a shipment of spokes to Liege, Belgium. It is of course rather early to expect very much in the way of orders for '98 goods, but the Metal Wheel company is certainly getting its share.

New Vikings Almost Ready.

Final and accepted models of the Union Mfg. Co. are not yet in a state of completion, though there are now to be seen at the factory two '98 Vikings that bear all the imprints of talking point machines. Every desire and every whim of Alvin Peter has been satisfied in the new models, with the single exception of the yoke bearing and the ball retainers. The finished models show wonderful advancement over last year and as usual have many features distinctly Viking in their construction. However, it is learned that neither Mr. Peter nor his superintendent, Geo. W. Birchall, is thoroughly satisfied with the finished machines, and for that reason they have not yet turned them over to the camera's gaze. It is possible to announce that the accepted models will be entirely different from those of last year in every particular. Both machines now finished have the arched front fork crown and one of them has the arched rear fork-brace with flat tubing. The other machine has the tapered rear forks, with D-tubing of a handsome and pleasing design. A new crank, new crank-hanger, new cones, new eccentric adjustments, and new hub binders will be seen on the new machines. Handle-bar binders and seat-post clamps are entirely new, being invisible, and the company has adopted a new handle bar that will find ready favor. Vikings are to be made at \$60 and \$75, a Hero model at lower figures, and there will also be turned out a Keno model at a low price. Within a few days the final models will be completed and then an illustrated description will be given out.

The West Needs More Light.

After a five weeks' tour through New Mexico and portions of the west, H. W. Breckenridge, manager of the lamp department for the E. P. Breckenridge Co., has

returned to Toledo, and with the superintendent of the Toledo plant, K. S. Breckenridge, starts this week for the east to arrange for the delivery of '98 lamps to jobbers. During his stay in the west Mr. Breckenridge visited Denver, Omaha, St. Louis, Kansas City, and other points, and from his observation is able to state that the outlook for lamp business is indeed flattering. He went purposely for a vacation and for a pleasure outing, and thus had more time to judge of the real trade conditions. As a result, the company is assured of a good business in the west.

Among the traveling salesmen who visited Toledo early in the week were J. F. Ives, of the National India Rubber Co., makers of Kangaroo tires; W. A. Lent, manager of the Chase Tire Co., of New York, and E. A. Stone, Worcester, Mass., representing the Worcester Ferrule & Mfg. Co., bicycle fittings. James W. Gilson, of the Hartford Rubber Works Co., Hartford, Conn., was another visitor of the week.

The New Gendron Shown.

It was with much pride and with feelings of evident satisfaction that George H. Fisher, president of the Gendron Wheel Co., today exhibited the '98 high-grade model of this company, and he has every reason to be proud of its appearance, since the new Gendron is one of the handsomest machines seen in Toledo. Its features are many and varied, including invisible seat-post and handle-bar binders, arched fork-crown, and tapering rear fork, D-tubing, 3½-inch drop to hanger, large steering head, three-piece crank, large balls, three point contact bearings and large sprockets. The frame is of 1½-inch tubing, and the hubs are 1 inch front and 1¼ inch rear, with direct spokes. The rear sprockets have 10 teeth and the front 25 teeth, while the chain is of late design, strong and silent. The initial model has the Kelly handle bar and Wheeler saddle, though the machines hereafter turned out will have saddle and handle-bar to the liking of the purchaser. Gendron wheels are to be made next year in three distinct grades—high grade, medium grade, and low grade—and in addition the company will manufacture juveniles in the 20, 24, and 26-inch wheel patterns. The '98 lists have not yet been arranged, but the best grade machines will sell at \$60 to \$75, and not to exceed \$75. The high-grade Gendron product promises to be one of the best sellers ever turned out by this company.

Success in Retail Trade.

That the retail bicycle business has been a success, so far as the '97 season is con-

cerned, is easily susceptible of proof by Ollie Bernhart, the ex-racing man, who has come out of it with something like \$2,500 to the good, not to say anything about his stock of thirty rental wheels and eight tandems, which have all been paid for. Add to this the fact that he has a year's lease on his present salesroom on Jefferson street, and it can readily be seen that Ollie is as successful a salesman as he was on the circuit two or three years ago. His best factor to success this season perhaps lies in the sale of the Yale wheels, which has been nothing short of phenomenal. During the season he also represented the Geo. N. Pierce Co. and the Davis Sewing Machine Co., and of course advanced these companies' interests to a considerable extent. His rental and repair business has been unusually heavy, and when taken as a whole his business has been one of the best paying investments in the bicycle field in Toledo.

Betts to Start a Mexican Plant.

Since leaving for his plantation in Mexico, Arlington U. Betts, former owner of the Red Cross sundries, has given out the information that he will shortly start a bicycle factory in that country and within a short time manufacture everything connected with the bicycle business. Though his plans have not yet been fully matured, Mr. Betts hopes to make several thousand wheels a year, and at the same time manufacture rubber specialties, such as coats, rubber boots and shoes, waterproof specialties, and rubber drug sundries. In his experiments with Mexican rubber he finds that it answers all these purposes, and since he has obtained valuable concessions from the Mexican government the business will be made an undoubted success from the start. It is stated that the line of wheels to be made will comprise all grades, though juvenile wheels will be manufactured largely.

VANCE PRATHER.

CHAINLESS WHEELS.

Majority of Them Will Be Made by the
New England Manufacturers—The
Pope Licensees.

Springfield, Mass., Oct. 11.—Recent developments indicate that a majority of the chainless wheels made in 1898 will be built by Connecticut valley manufacturers. It is also evident that practically all the chainless wheels sold next year will be made under patents owned by the Pope Mfg. Co.

The Pope licensees in this vicinity are A. G. Spalding & Bros., of Chicopee Falls; the Warwick Cycle Mfg. Co., of this city, and the Keating wheel Co., of Middletown,

Conn. E. C. Stearns & Co., of Syracuse and the Sterling Cycle Works are other licensees.

The impression has been general that there would be a multitude of chainless devices on the market next season, but according to the present outlook the Pope company has practically cornered the market.

The situation was sized up as follows to a Bearings representative by one of the licensees. The Columbia people have perfected at enormous expense a chainless bicycle that, it is claimed, is destined to be the leader for next season, at least. The wheel is the result of research in the United States and abroad, and in the course of its development Colonel Pope bought up every patent of value relating to chainless devices. The Pope Mfg. Co. got the start upon its competitors and the licensees believe it to be better business policy to make chainless wheels as licensees of the Pope company than to attempt to get out a model of their own in time for next season's trade. The price of the chainless, it is said, will be held uniformly at \$125 by all licensees.

The chainless wheels which are made under Pope licenses will, of course, retain the distinctive features of the respective makes. There is considerable speculation as to how the chainless will be received by riders. It will undoubtedly have to overcome a certain amount of prejudice among skeptical wheelmen and its higher price will influence many riders to adopt wheels with chains.

The Overman Wheel Co. will pin its faith to the chain type of wheel next season. Mr. Overman does not believe a practical chainless wheel to be an impossibility, but he is quite positive that the chainless bicycle that will meet all requirements has yet to be produced.

E. W. P.

QUAKERS WILL SHOW.

Dealers Decide to Hold a Cycle Exhibition
in January—Bright Prospects—The
Carroll Chainless.

Philadelphia, Pa., Oct. 10.—Philadelphia will have a cycle show this year in spite of the fact that the National Cycle Board of Trade has decided that it would sanction no exhibitions during the season of 1897-98. This decision was reached by the local Cycle Board of Trade during the past week, after repeated discussions of the matter and already arrangements are being made for the consummation of the project. For months the subject of having a show here this year has been spoken of both by the

local manufacturers, the dealers, clubmen and the cycling public. This favorable feeling toward the holding of a show grew little by little until there came a vigorous demand from all quarters. But the mandate of the national board stood in the way, and it looked as if the holding of a show would be impossible, with such an impediment in the way.

A majority of the younger members of the trade were in favor of giving a show whether or no, and bidding defiance to the national board, but the older and wiser heads cautioned moderation and suggested going about the matter in a systematic manner. The latter plan was finally agreed to, with the result that President Brewster and a number of his associates visited New York to confer with the main organization. The committee was received with scant courtesy, but was finally granted a hearing. No answer was vouchsafed at the time, but last week the local organization was notified that the original intention would be adhered to and no sanctions granted. Then the local dealers had their say, and practically invited expulsion by taking the matter in their own hands and deciding in favor of a show.

Dates of the Show.

The show will be held early in January, and from present indications it will be the national show of 1898. Already there is a lively movement in the trade to prepare for the show, and the demand for space is large. Just what the plans of the board of trade are is not known, but an announcement is shortly expected. It is expected that it will be held in the new Saenger hall, one of the largest buildings of the kind in the world, which was built especially for this year's National Saengerfest. It has almost double the space of the First Regiment armory, where last year's show was held, and would accommodate hundreds of exhibitors.

The Carroll Chainless.

The Carroll Chainless Wheel Co., of this city, got a lot of free advertising out of the Starbuck-Michael race, last Saturday, and incidentally as managers of the meet cleared money on the venture. Starbuck rode the Carroll wheel and the fast time in which he defeated Michael, in spite of unfavorable weather conditions, proves its speed and easy running qualities. The Carroll people have not been heard from to any great extent since their wheel was first brought out over a year ago, but in 1898 their wheel promises to cut quite a figure. The models for next year are now being completed, in fact many have already been seen on local boulevards, and the machines will be ready

for the market in a short time. Orders are coming in thick and fast, and the company is preparing to increase its facilities for meeting the demand.

G. M. DIDDLEBOCK.

CINCINNATI TRADE AFFAIRS.

Norwood Factory to Resume Dec. 1.—The New Stearns Is Shown—Three Grades of Hanauers.

Cincinnati, Ohio, Oct. 11.—The Schlueter Cycle Mfg. Co., makers of the Norwood, will open its factory December 1, and employ a full force of men. The '98 model has been decided upon and samples will be in the hands of the traveling men within a very few weeks. The Schlueter company will not have a chainless upon the market next season, as it deems the chainless bicycle impracticable and does not think there will be any demand for it.

The Howe Scale & Cycle Co. has engaged George S. See, one of the most competent bicycle men in the business, to take complete charge of its work during the coming season. He goes under contract November 1, and will at once go upon the road, returning in the early spring. Mr. See is well known in bicycle circles, having traveled for the Stearns and other large companies. He was formerly manager of the Frank T. Miles Co., and at present is in business for himself, handling the Stearns and several other agencies. The Howe company has just moved into new quarters opposite the postoffice, and, being centrally located, should do a large business.

Hall-Moore Company Pleased.

The Hall-Moore company is highly elated over the recent successes of Harry M. Sidwell, who has established several records with the roller sprockets. Sidwell was very little known until he commenced using roller sprockets, after which he made many world's records. He does not hesitate to say that his success is largely due to roller sprockets. Charles O. Hall, the president of the company, is at present on a long business trip looking after '98 contracts. The company does not in the least fear the introduction of the chainless, which would of course do away with the sprocket wheels and chain. The Hall-Moore company is at present obtaining a large share of patronage from the racing men.

Charles Hanauer, president of the Chas. Hanauer Cycle Co., stated that his company will have three grades of the Hanauer on the market next season. The '98 models will be on exhibition some time next month. The company will not have a chainless.

Mr. Hanauer stated that the prices of the '98 product had not yet been decided upon as the company was waiting to see what the other manufacturers would decide.

The Retail Trade.

The retail trade for the past month has been far beyond that of any previous season at this time of the year, and a "round up" of the retail trade found the dealers in good spirits.

W. B. Crouch, of the firm of Crouch & Sons, left for Columbus with his eldest son, where they will engage in bicycle jobbing and the hardware trade. W. Crouch, Jr., is at present in charge of the Cincinnati business. Crouch & Sons handle the Gendron and have several other agencies.

The George S. See firm will be dissolved and reorganized on the 1st of the month, as Mr. See leaves the company to take charge of the Howe Scale & Cycle Co. The See firm at present handles the Stearns and several other makes.

Traveling men are just beginning to visit this city with next year's supplies. Representative McMillen, of E. C. Stearns & Co., was the first man to arrive with an 1898 model. He spent the past week among the dealers explaining the many merits of the new Stearns.

E. H. Miller, of the late firm of Miller & Blair, will accept a position with the Davis Sewing Machine Co., makers of the Dayton. Mr. Miller was formerly superintendent of the repair department of the Hamilton-Kenwood factory at Grand Rapids.

J. D. Hodginson, formerly with the Miller & Blair firm has opened a large repair and sundry store in Newport. He has several sub-agencies and reports a very good season's work.

The Henry Clay Cycle Works, of Newport, Ky., is now controlled by D. C. Meeker. The company manufactures the Henry Clay bicycle and makes a specialty of enameling, difficult repair work, and repairing for the trade. The Henry Clay company is always prepared to assist the sport of cycling and last week gave a large race meet at the Queen City track.

The firm of Walker & Co., agents for the Tribune and Crescent, recently dissolved, as the members were unwilling to lose all their profits in maintaining a large expense throughout the winter. J. Walker has secured desk room with Conklyn & Ackerman, where he is collecting the outstanding accounts of the late firm.

Conklyn & Ackerman will have the Dayton agency again next season, and Charles A. Ackerman, the junior partner, will be the traveling representative of the Dayton in this territory during the winter season. He

has just been elected president of the Cincinnati Bicycle Club, one of the largest clubs in the city, succeeding W. E. Conklyn, his partner, who was president of the club for three years. C. F. W.

IN SWITZERLAND AND SPAIN.

Imports of American Wheels Increasing in the Former Country—Cheap Machines Popular in Spain.

Washington, D. C., Oct. 11.—In his annual report to the State Department, Consul Ridgely, at Geneva, Switzerland, says that in the absence of reliable figures it appears, from the best information available, that there has been a very large increase this year in the number of bicycles imported from the United States and sold in that consular district, but unfortunately for this trade, there has been too much of an effort to push the cheap grade machine, and the market, for the moment, does not seem as promising as it did this time last year. However, some of the principal makes have taken a strong hold there, and it will be difficult to dislodge them.

American Wheels Too Expensive.

According to Consul-General Bowen, at Barcelona, Spain, the Spaniards consider our bicycles the best obtainable in the world; but as ours are more expensive than the English, French, and German bicycles, comparatively few are imported there. It can hardly be said that bicycling is popular in Spain. It doubtless would be if Spanish women regarded wheels with favor; but they do not, for reasons consonant with their views of propriety, and, therefore, as opinions change in that country very slowly, it is not likely that wheeling will be fashionable for several years to come.

Handicapped by Tariffs.

Besides the question of price, that often deters Spaniards from buying foreign goods, there are also the questions of tariff and exchange which they have to consider. Spain has a high protective tariff, and it operates adversely to United States interests, as we have no treaty with Spain according us the privilege of the lower rates of duties. As for the question of exchange, it is a serious one. Gold is at a premium of over thirty per cent, and there is practically none of it in circulation in that country. Silver, paper, and copper, all on a par with one another, are the only moneys actually used in local commercial transactions and in the custom houses.

Superior Goods Not in Demand.

Certain foreign firms, anxious to maintain their trade, send representatives to

Spain to study the situation and to make such concessions, in regard to price and time of payment, as they think satisfactory to their customers and compatible with their own interests. American exporters should, therefore, understand that, except as to the quality of their goods, they are at a disadvantage in Spanish markets and that they can compete with the English, Germans, and French only by the expenditure of much energy, time, and patience, and that, even then, the chances will be against their doing a large trade, as superior goods are not now in such great demand in Spain as cheap goods.

H. G. WARD.

ENGLISH TRADE NOTES.

London, Sept. 25.—The report of the Cycle Manufacturers' Tube Co., Ltd., has just been issued and it is a most unsatisfactory document for the shareholders. The Earl of Winchelsea—on the strength of whose name the company was largely floated—has resigned from the board, and his place is to be filled by E. T. Hooley, the vendor of the concern. The loss for the year has been just over \$29,000, but it is pointed out that owing to the non-fulfillment of the contracts, Mr. Hooley has agreed to repay the company \$108,333, and it is calmly said later on that the result of this compromise is a net gain to the company of \$79,293. I only hope that the shareholders will look upon it in that light. The directors, however, admit that this sum has not been earned, and they are therefore unable to distribute it as dividend. The directors also have taken their fees just the same, and I should think the shareholders will have something to say about this at the general meeting which is to take place next Thursday. The land, buildings, and machinery are valued at \$1,075,000 from which is deducted the \$108,333 repaid by Mr. Hooley. It would be interesting to know how this valuation is arrived at, since the purchase money was surely for some good will, and for certain contracts for tubing which have all been cancelled. It is idle to suppose that the real value of the land, buildings, and machinery can come anywhere near the figure suggested, and this is a point which will no doubt be raised at the meeting. The directors, moreover, do not disguise the fact that the future is far from rosy, they will have to meet increased competition, but a scheme is now on foot, etc., just like the police have secured a clue, etc., in a murder case. Some experiments are now being conducted at the works at Mr. Hooley's expense with a new patented process, which, if successful, will enable the company to produce steel tube

at a considerably lower rate. Well, I fancy that few shareholders will put much faith in this statement. There were a lot of experiments with Crowdens brazeless frame, and Mr. Hooley was interested in that; the Simpson chain also had a great deal of money spent upon it, though by whom does not appear, but neither of these things has done much good.

Brakes.

There is to be a great deal more attention given to brakes by makers next season and the shows will contain several novelties in this line. The present outcry about furious riding may cause public opinion to practically demand a better form of cycle brake than is at present usually fitted. E. M. Bowden has just brought out an ingenious contrivance for transmitting the necessary power to apply a brake to the rear wheel round the angles of the frame, a problem which has for long stood in the way of the application of a brake to the only place where it is certain to act with perfect satisfaction. His plan is to construct a miniature wire rope out of many strands of fine steel wire, inclosing this in another wire twisted spirally. When clipped to the frame at the angles, this device will allow of any reasonable degree of tension being applied, and the inner rope will slide in the spiral casing quite easily, even round sharp angles. The exact form of brake to be employed can of course be settled by the manufacturer of the machine, but Mr. Bowden's device seems to solve the problem of connecting any brake in the desired position with the lever upon the handle bar. Moreover, it can be used in conjunction with a handle to turn upon the bar after the manner of the Hollis brake, and when thus connected is practically invisible, so far as the handle-bar is concerned. The wire might, of course, be carried inside the tubing of the frame, but this would mean considerable complication in the manufacture, and hence would not be likely to be generally employed.

Another Brake.

Another brake, which, if not entirely new has been rather neglected, is Weir's Centric brake. This is really an improvement on the pneumatic brake, and consists of a round box held just in front of the rear wheel under the crank-bracket by two stays to the hub. The brake is a thick pad of rubber held by a strong wire spring to the crank-bracket, which spring keeps it back in the box until a pneumatic cushion in the latter is inflated by means of the usual bulb on the handle-bar, and thus forces the pad into contact with the wheel. The arrangement entirely prevents the possibility of any wear

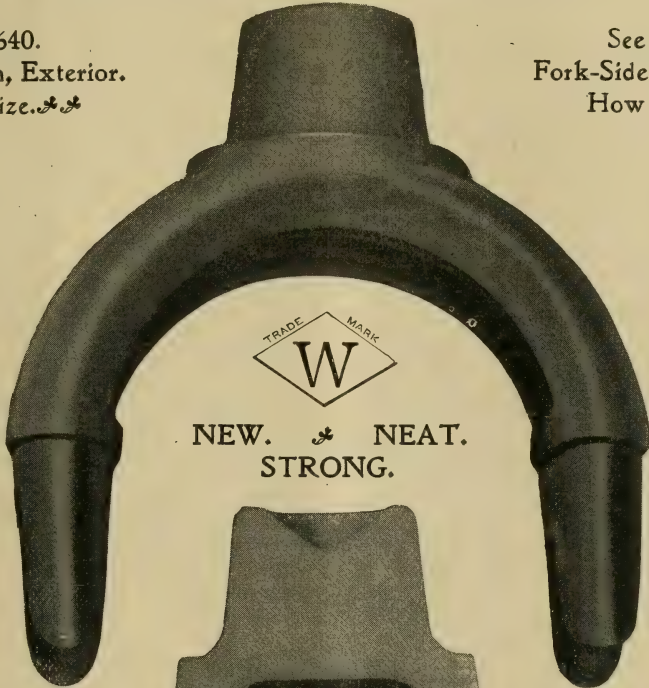
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Crown, Exterior.
Full Size.❀❀

See Those
Fork-Side Lugs!
How Long!



NEW. ❀ NEAT.
STRONG.

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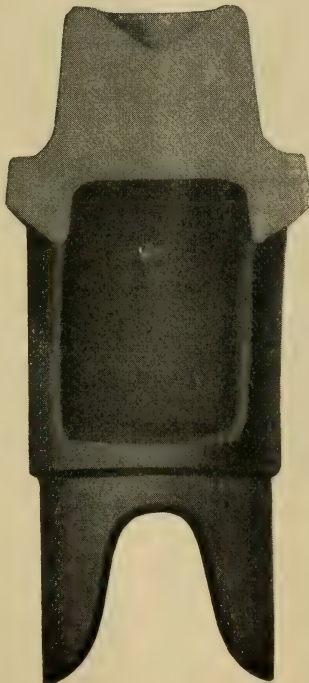
Look Inside.
See That Recess?
How Deep!

Four Full Lines
Sprockets for 1898
with
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coming upon the air-cushion. The brake is low down and out of the way, but its drawback is appearance, which is not good on account of the stays. Nevertheless, it is a handy invention, because it can be put on and taken off in a few minutes, so that the rider need only carry it when he is likely to pass through hilly country.

There is another new gear which is, I am told, about to be exploited by the Quadrant Cycle Co., Ltd. Mr. Priest I hear is anxious to form a syndicate to run this invention, and recently informed a trade meeting that he wished all the manufacturers to share in the wonderful gear, which when ridden by a novice can easily run away from a tandem ridden by two expert men. It is very kind of Mr. Priest to thus throw open the device to the trade, but all the same I fancy that that was a somewhat warm novice, and as the manufacturers did not jump at the idea it would seem that they were of the same opinion.

The close of September has brought to light the state of affairs existing at the factories of some of the companies promoted during the boom, and certainly the prospects for the shareholders are not encouraging. The New Beeston Cycle Co., Ltd., which was floated with a nominal capital of \$2,870,000, is about to be reconstructed with a reduced capital of only \$1,050,000, the concern to be relieved of the vendor's shares, which amounted to \$1,800,000. It is further proposed to entirely separate the cycle from the motor-car business, the cycle company to have a capital of \$500,000, and the remainder to be at the disposal of the motor department. Each \$5 share created under this scheme will be credited with a partial payment, leaving a liability of some seventy-five cents to be called up as working capital within the next four months.

It will be remembered that some three years ago the Coventry Machinists' Co., Ltd., found it necessary to write down its capital, and that this was done. As the matter turned out in the end, those shareholders who held on made a good thing out of it in the time of the boom, when the company was bought up by Mr. Hooley and refloated as the Swift Cycle Co., Ltd. It is, however, extremely unlikely that we shall see another such boom in the cycle trade for some years to come, if indeed such a condition ever arises again, so that the shareholders in those concerns which now find it necessary to write down capitals, will hardly be likely to come out of the deal so well as the holders of the Coventry Machinists' Co.'s shares did.

The meeting of the Cycle Manufacturers'

Tube Co., Ltd., duly came off on Thursday, and was stormy. Mr. Hooley, vendor of the company, took the chair. One can not help admiring the courage displayed by this gentleman, but, after all, shareholders are a long-suffering class, and can usually be pacified somehow. Mr. Hooley remarked that the company had not been quite so successful as had been hoped, but this was owing to the delays on the part of the contractor in the erection of the works. He had done all he could, and had refunded \$115,000, which was all the money he had made on the flotation. This leaves a balance of \$960,000 as cost of works, etc., but it would be idle to suppose that they are worth anything like this sum. Mr. Hooley has joined the board, and is experimenting on a new process of tube manufacture at his own expense, which, if successful, he will hand to the company.

There is a big scheme on foot for a combination in the tube trade, and the documents in relation to the registration of the Cycle Tube Agency, Ltd., with a capital of \$500,000, are all ready for signature. It is said that all the English tube makers and one Scotch firm have entered into a five years' agreement to act upon a common basis, and important negotiations are proceeding with American manufacturers. It is likely that a deputation will visit America with a view to finally arranging the details of the scheme so far as it affects American tube companies. C. W. BROWN.

GOTHAM'S CYCLE SHOW PROBLEM.

New York City, Oct. 11.—The question of local cycle shows is troubling the local boards of this vicinity the same as it is all over the country, and the boards of New York and Brooklyn are not backward about expressing their opinion on the matter. The New York Cycle Board of Trade has had only individual opinions expressed, and at its meeting last Friday night appointed a committee to feel the pulse of the trade on the all important question.

At the meeting of the Long Island Cycle Board of Trade on Thursday night, however, a resolution was passed which can not fail to give a clear view of the matter as the members look at it. The resolution reads as follows:

That it is the opinion of the Cycle Board of Trade of Long Island, that the retailers of cycle goods should have the choice of holding local shows as they see fit, they being in touch with the riding public. And having regard to the arbitrary action of the National Cycle Board of Trade, in absolutely prohibiting all shows for the coming season, it is the opinion of the Cycle Board of Trade of Long Island, that the time is now opportune for the National Association of Cycle Dealers to assume control and sanction such local cycle shows as it may deem fit

and that no show, other than those so sanctioned should be patronized or participated in by retail cycle dealers. It is also the opinion of this board that the result should be arrived at by amicable means, and through the co-operation of the before-mentioned National Cycle Board of Trade, which has hitherto exercised exclusive control of such exhibitions. It is deemed important that cycle exhibitions should be given by and under the control of the cycle trade, to the complete exclusion of the professional showman.

President Bennett was in the chair when the above resolution was adopted with considerable feeling, for the board conducted a show last year, which was a success from a financial as well as from an advertising point of view, and which the members would like to repeat next year. It is expected that the board's action in bringing the Cycle Dealers' Association into the matter will be followed by the local boards over the entire country, and the national board will be compelled to recognize their demands.

AL. REEVES.

THE FRENCH CYCLE SHOW.

Paris, Oct. 1.—A number of manufacturers of wheels and cycle parts has decided to hold a Salon du Cycle, in spite of the decision of the two Unions—the *Chambre Syndicale* and the *Syndicat Francais*—not to organize a show this year. Now that the *Palais de l'Industrie* has disappeared, there will be some difficulty in finding a hall sufficiently large to hold all the exhibits. The space allotted to each one will naturally be small, but the exhibition will doubtless be as interesting as its predecessors. Several well known French and foreign makers will be represented, although they do not belong to the *Chambre Syndicale*, they will certainly have lots of novelties to show the public.

Those who have taken the initiative in organizing a Salon du Cycle this year deserve to be complimented for their enterprise. Under proper management, there is no reason why the show should not be a success as in previous years. It is to be hoped that the organizers will not allow themselves to be influenced by the few who wish to exclude from the show all those who belong to the *Chambre Syndicale* and the *Syndicat Francais*. A large number of the members of these two unions have expressed a wish to exhibit, and, to insure the

success of the exhibition, it is necessary that they should be allowed to participate in the Salon on the same footing as the others.

The *Palais du Sport* will probably be fixed upon for the exhibition; it is well situated, being within a stone's throw of the *Champs Elysées*, can be well heated, and offers a surface of some 2,000 square meters for the stands.

J. H. COLEMAN.

PECULIARITIES OF MEXICAN TRADE.

City of Mexico, Oct. 4.—The trade, which has never been dull here, is brightening up. The only people who are not doing a good business in the bicycle line are the illegitimate dealers. Mexico is a very curious city. It may be said to be like no other city under the sun, unless indeed it be another Mexican city. The people here have a great objection to dealing with any one who is not in legitimate business. This is the hardest city in the world for a fakir or a Cheap John to make a living in. He may advertise himself all he will and the people will simply leave him alone. There has been a number of commission men and hawkers in the bicycle trade who came to the city with cheap wheels expecting to realize well upon them in a foreign country where people were not supposed to know the value of wheels. Most of these men have had to sell out to the legitimate dealers at an enormous loss, since they could get no one to purchase of them.

There is now in the city one of these men who is running a renting stand. In this stand he has close upon 100 new wheels, with which he is making money. But it was not of choice that he went into the renting business. He found that he could not sell his wheels, no matter how well he advertised them, for the people were inclined to look with suspicion upon him because he was not in the regular line of business. In order to save himself from loss he was forced to start a renting stand. As soon as he went into a business that recommended itself to the people as legitimate he began to make money, and he has now one of the best paying businesses in the city.

J. H. C.



Hall's Mud Guard.

Fig. 1.—590,980.—Mud guard; H. L. Hall, Rochester, N. Y.; application filed March 22, 1897; serial No. 628,576.

In this mud guard, a flexible strip H is wound on a spring drum situated on the rear fork stay, just above the rear wheel. Pivoted on a clip attached to the stay near the axle is a rod E, to the outer end of which an end of the strip H is attached. The connection between the clip and the rod E is by means of a pin and slot (Fig. 1^a) so that when the rod is pulled down from its inoperative position, it may be pushed rearwardly, its rear end being made to engage the lug f on the clip, where it will be held by the tension of the drum F. On being released from the lug f, the spring drum will draw the rod E up into an inoperative position.

Lindstrom's Compartment Tire.

Fig. 2.—590,992.—Tire; G. A. Lindstrom, Jersey City, N. J.; application filed April 28, 1897; serial No. 634,292.

This tire is provided with a series of conical, flexible partitions 2, having check valves 6, which open in the same general direction. By means of this construction, when the pressure is obtained from the ground the air is compressed from one compartment to another, and finally to the last, so that the tire becomes hardened just behind the point of impact with the ground. This results in easier running, and obviates all drag, according to the inventor.

Metallic Protective Strip.

Fig. 3.—590,996.—Shield for tire; A. Manvers, Northcote, and M. Fink, St. Kilda,

Victoria; application filed April 12, 1897; serial No. 631,828.

In order to prevent the inner thin rubber tube of a pneumatic tire being punctured, an elastic, flexible belt A is employed, and is provided with a series of overlapping, thin metallic plates B. This belt is placed between the inner tube and outer casing before inflation (Fig. 3^a), and is held securely in position on the tread on inflating the tire.

Tolson's Unicycle.

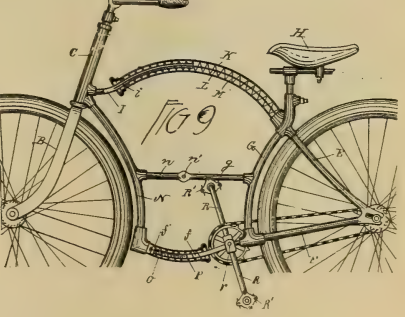
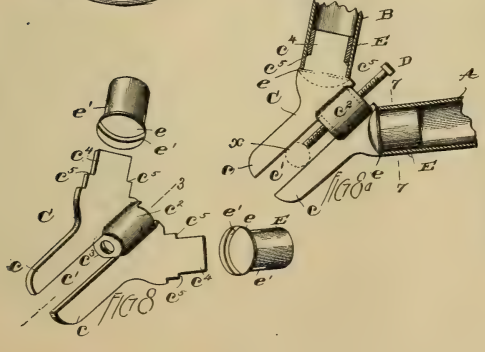
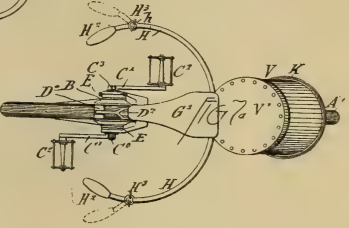
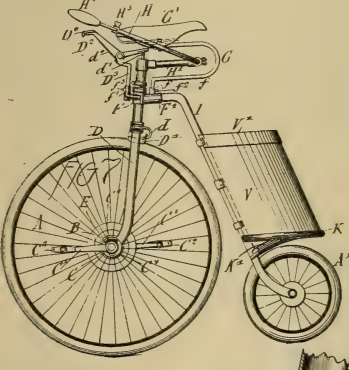
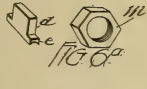
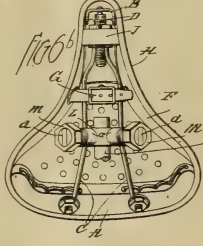
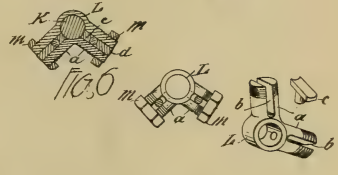
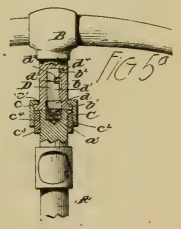
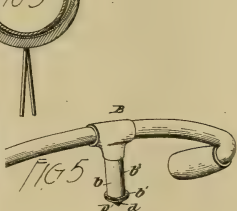
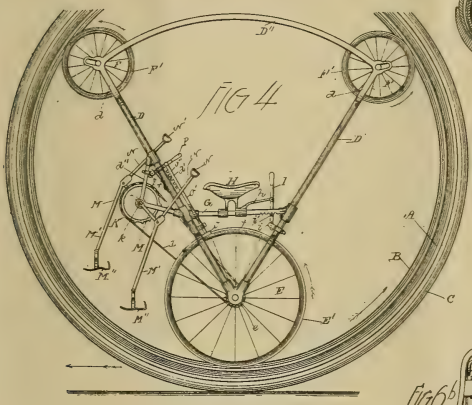
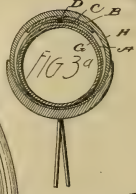
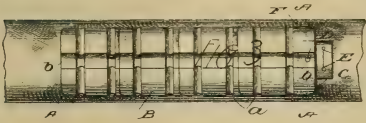
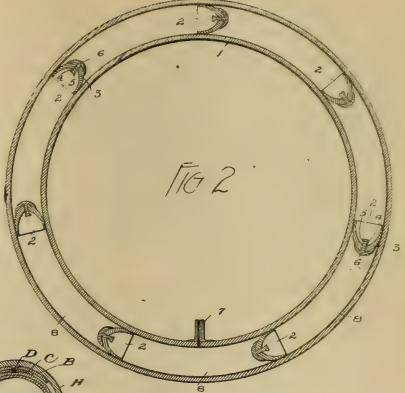
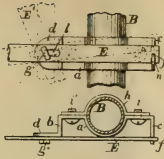
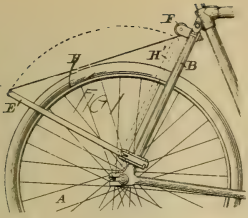
Fig. 4.—591,025.—Unicycle; T. Tolson, Boston, Mass.; application filed December 29, 1896; serial No. 617,417.

The construction of this unicycle is similar to all others in general aspect. Pedals M and handles N are connected with the driving sprocket so that either the feet or the hands may be used in propulsion. The saddle H may be moved forward or back on the bar G by means of the lever I, when ascending or descending hills. The saddle and the driving mechanism are carried in a triangular frame D, D¹, D², having wheels F, F, and E, the latter being the one through which motion is communicated to the machine.

Walker's Handle-Bar Lock.

Fig. 5.—591,066.—Lock; B. H. Walker, Coeur D'Alene, Idaho; application filed September 16, 1896; serial No. 606,047.

The object of this device is to make the handle bars inoperative for steering purposes whenever desired. To this end the stem b of the handle has a flange b', and is secured to the stem of the fork so that it may rotate freely thereon but be incapable of longitudinal movement. A plunger D,



having a square head d, plays in a socket in the stem b, and may be forced in and out of a square socket in the fork stem by a key. Thus the handle-bars may be locked to the fork-stem to turn therewith; or, by drawing the bolt into the stem, the handles may be revolved without effecting the steering wheel.

Seaman's Saddle Clamp.

Fig. 6.—591,145.—Saddle; B. S. Seaman, Canton, Ohio; application filed July 17, 1896; serial No. 599,476.

This invention resides in the construction of a clamp for securing the saddle to the seat-post. This clamp consists of a head L, of hollow-cylindrical form, having laterally projecting bifurcated lugs a, threaded externally and provided with nuts m. Immediately opposite the slots in the lugs the head L is perforated for the reception of an extension of a washer c. Washers d, having flanges e, (Fig. 6^a) are also employed. The saddle post is inserted in the head L, and the washers c are placed in position. The springs of the saddle are then arranged in the slots in the lugs and the washers d placed outside. By now screwing the nuts m in place the saddle will be held securely to the post (Fig. 6^b).

Eickemeyer's Bicycle Parcel Carrier.

Fig. 7.—591,227.—Bicycle; C. Eickemeyer, Yonkers, N. Y.; application filed November 12, 1896; serial No. 611,821.

This machine is provided with a large front wheel and a small rear wheel, over the latter being located a box V carried on the backbone I. The saddle is secured to a U shaped spring G, so placed that the saddle will assume a position immediately

above the steering-head. An arm H' is attached to the steering-fork and extends rearwardly, and to its end are secured the handles H, which extend outwardly and forwardly. By this construction, the legs of the rider are received between the frame and the handles, and the rider is immediately over the pedals. An upright and graceful, as well as comfortable position is thus assured.

McDonald's Rear Fork Yoke.

Fig. 8.—591,286.—Rear fork yoke; H. McDonald, Williamsport, Pa.; application filed March 13, 1897; serial No. 627,314.

The yoke here shown may be stamped from a single piece of sheet steel, and is provided with a bifurcated rear portion C¹ to receive the axle, and forward extensions C⁴ to receive the thimbles e, over which the frame members A and B (Fig. 8^a) are placed and brazed. The yoke is also centrally provided with a cylindrical portion C² for the reception of an adjusting screw.

Tolson's Spring Frame.

Fig. 9.—591,306.—Frame; T. Tolson, Boston, Mass.; application filed November 30, 1896; serial No. 613,862.

This frame is made in three parts—a front, a rear, and an intermediate part. The first two are rigid, while the central portion is elastic in its nature. Each of the former carries a wheel, and they are pivoted together by bars n and g at n¹. Above this pivot, and between the front and rear portions, springs are arranged, so that when any inequality in the roadway causes the first two parts to rise or fall suddenly the springs tend to relieve the rider from all the unpleasant effects.

FOREIGN SHOWS.

Berlin	Oct. 25—Nov. 25.	Birmingham	Jan. 20-29.
Christchurch (N. Z.)	Nov. 6-13.	Hull	Jan. 24-29.
Stanley	Nov. 19-27.	Glasgow	Jan. 29—Feb. 5.
National	Dec. 3-11.	Edinburgh	*Feb. 5-12.
Dublin	Jan. 15-22.	Manchester	Feb. 18-28.

*Provisional date.



Dear Mr. Dealer:

BICYCLE MANUFACTURERS ARE STRAINING EVERY NERVE to reduce cost, and, among other things, are considering cheap tires. Certain parts of the wheel may be cheapened without detracting from its reputation, but not the tire. Why? Because it is the life and essence of the wheel. Up to now the tire has steadily improved—up to now cycling has steadily grown. It will continue to grow if tire quality is kept up—it will cease to grow if tire quality is cut. The tire makes the wheel. You, as a dealer, can do more to maintain quality than any other man. Specify high-grade tires on your wheels—it will be a good thing for the trade generally—it will be a better thing for you individually. Your wheels will stay sold, and your customers will remain satisfied. The rider appreciates first-class tires, and when he sees a well-known brand—the **LEAGUE**, for instance—he will buy the wheel that has that tire—even if he does pay more for it.

NOW, IS IT POSSIBLE TO RETAIN QUALITY AND LOWER PRICE? NO; AND WE'LL TELL YOU WHY. To make a high-grade tire, such as the *League*—costs the manufacturer two-thirds of all he gets for it, simply to pay for the rubber. The other third is all that's left to cover the cost of fabric, labor, valves, pump, repair-kit, replacements, freights, expenses, and profit. Do you consider our profit unreasonable? It is an impossibility to lower the price of *League* tires; and no tire equal to *League* in quality can be sold for less. *If you are offered tires at less, it is because cheap rubber is used*—rubber that makes heavy, dead riding—rubber that makes a short-lived tire—rubber that makes a porous tire. **THAT'S NOT THE SORT WE USE IN LEAGUE TIRES. OURS IS FINE PARA**—the most expensive rubber imported, costing us, when seasoned and ready for use, \$1.08 per pound. But it is the kind that makes the tire leap and bound with life—the kind that takes a rider in first—the kind that “gets there and gets back.”

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PEOPLE AND THINGS

THE DREADNOUGHT TIRE.

The demand for a tire that would be puncture proof and yet retain the features that are necessary in a good ridable tire, appears to have been met by the Dreadnought Tire Co., 253 Broadway, New York. This firm has just placed a tire on the market which has many features to commend it to the average rider, the most important of which are its puncture proof qualities and resiliency. The all important quality is obtained from the use of an articulated tread band of very light wood, hav-

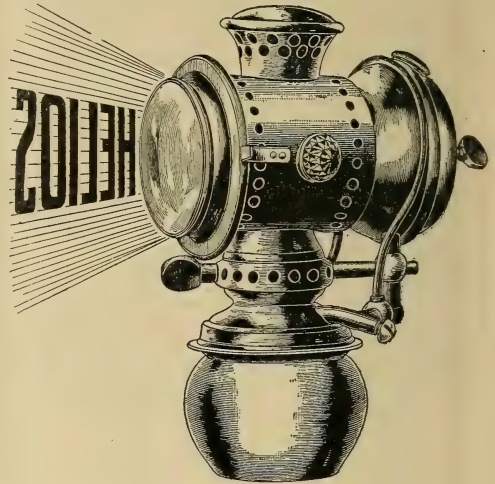


ing concave sides and pivots between them, enabling perfect freedom of yield with the give of the tire, but preventing sharp pointed projections from passing between the joints. The articulated band is enveloped in a bed of rubber, and that is coated with a suitable fabric, the arrangement being such that the individual members of the band have free movement, enabling the pneumatic cushion behind to yield to the same extent as it would without the band. The manner of yielding, however, is different, for, whereas the ordinary pneumatic tire absorbs at its point of contact, the Dreadnought yields at its tread over an extended surface, and also yields freely at the side walls, which are thin and specially prepared for the purpose. Owing to the formation of the bearing surface, the tire is very speedy and can not slip, a fact that will be appreciated by all riders who have to ride on the sprinkled streets of our large cities. The tire does not weigh any more than any other one, and being made of the best materials by skilled workmen, the company has no hesitation about guaranteeing it. F. W. Barker, of genial disposition and pleasant manners, is manager of the new company—a guarantee that all business matters will be pleasantly transacted. Samuel Brock, the racing man, will travel for the firm in the east.

AN AUTOMATIC CARBIDE LAMP.

The Automatic carbide lamp has been on the market for three months. It is made

entirely of brass, handsomely nickeled, and with best quality lense, and weighs 14 ounces. The lamp has a water reservoir attached to it, with tubes leading to the carbide cup. This carbide is a mixture of lime and coal. The water is fed in very small quantities to the carbide, by means of brass pipes, which, after the water is absorbed, generates a gas. This gives a light so that one can distinctly see an object 100 feet ahead, giving a steady light which can not blow or jar out. The lamp has a patent ball check valve attached to it, so that when the carbide reaches a pressure greater than the pressure of the water in the tank above



it, the valve stops the flow of water, so that there can not be more gas generated than needed for the purpose of lighting. As soon as the gas has been consumed, the check valve releases the water, which again resumes its usual functions. There is said to be no danger of any explosion whatever from this lamp. There is no oil to cause greasy or ill-smelling fingers, no smoking of lamps, nor any necessity for cleaning lamps. The lamps are guaranteed to give satisfaction, and should any defective lamps pass the inspector's hands, the makers will cheerfully make them good with perfect ones.

L. J. Barsuglia, of the Philadelphia Cycle Material Co., has purchased the patent. His experience in the bicycle business dates back to '81, and his connection with two of the largest houses in Pennsylvania has put him before the manufacturing public to a

I MOMENT, PLEASE!!

Have you received a sample of our

CONTINUOUS FORKS?

If not, we will take pleasure in submitting one for your inspection. The QUALITY and FINISH will be found up to our usual high standard. They will make a DRAWING CARD for '98. If desired we can furnish these forks TAPERED GAUGE or REINFORCED.

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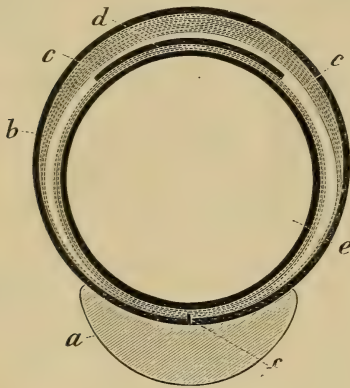
European Office and Wareroom,
29 Constitution Hill, Birmingham, Eng.

Western Office and Wareroom,
135 Lake St., Chicago, Ills.

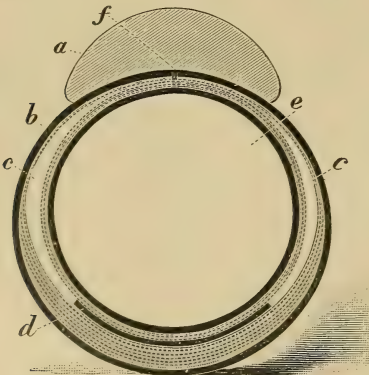
considerable extent. He is a man of rare business abilities and a buyer of considerable note in this particular line. All orders intrusted to the care of the Helios Automatic Carbide Lamp Co., 1525-27 29 Clearfield street, Philadelphia, will receive prompt attention, as the company is now in position to entertain any size orders. The lamp retails at \$3.50 each.

STRAUS PROTECTED TIRE.

The Straus Tire Co., 127 Duane street, New York City, is among the early ones in the puncture-proof tire field, with its new Straus protected tire. It is termed a protected tire, because the tire proper is

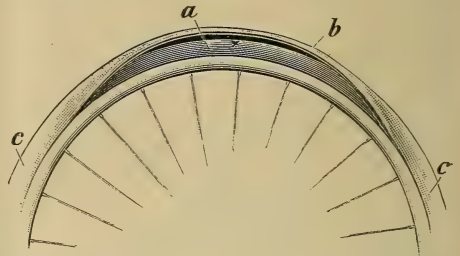


protected by a shoe, which is made with six plies of fabric, and which loosely surrounds the tire proper when fully inflated. This protector is not part of the tire proper, but a fixed attachment thereto, affording a sur-



face over which the tire rides. The tire proper is a highly resilient single tube, and is actually a racing tire, full of life and speed. The cover or protector does not in any way detract from its resiliency, which has been the usual difficulty with some tires of this class. The outer cover does not come in contact with it any more than the

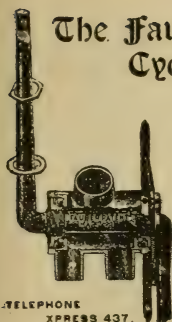
ground does with any other tire, the cover being simply the road over which the tire proper travels. In fact, the tire virtually carries its own road, so to speak. In other words, the protector acts the same as if it were laid on the ground and the tire proper passed over it. In appearance the tire is the same as any other single tube and is applied to the rim in exactly the same way. In the rush for non-puncturable tires, almost every conceivable thing has been used, but in the Straus tire, nothing is used but rubber and fabric, the same as in any tire. It is the application, or distribution of these materials, and the institution of a



wholly original idea in tire construction that gives merit to the tire, and which is exclusively its own. The firm's success in the tire line in the past makes it certain that the new tire will be in keeping with its reputation. The inventor, Alexander Straus, was one of the first to engage in the tire business, and since 1890 has been continuously and prominently identified with it in the capacities of inventor, manufacturer, and seller. His extensive knowledge has been concentrated in the new Straus protected tire, which is now before the trade and public for approval.

COLE SADDLES.

A new departure of considerable proportions will be made for 1898 by G. W. Cole & Co., of New York. In addition to their "Three in One" oil pacemaker chain lubricant, "R. R." (rust remover), and other well-known bicycle specialties, they will manufacture and put a full line of saddles and tool bags on the market and offer them to the trade at prices that meet the present conditions. For this purpose Messrs. Cole & Co. have secured a factory with large facilities for tanning the leather from which to make the tops and various parts, and they expect to have samples ready this week. They will market ten different models, which, made up in different styles, for men and women, padded, hard, etc., will furnish thirty varieties. Their tool-bags will be made up in fourteen different styles. It is intended that the full line shall be known



The Fauber Crank Axle Cycle Fittings

TELEPHONE
EXPRESS 437.



Terms: Unless satisfactorily rated, Orders must be accompanied with Draft, Express, P. O. Money Order or Registered Letter.
Cash

W. H. Fauber

Manufacturer

70 to 74 West Jackson, Corner Clinton Street

Chicago, Sept. 7, 1897.

To the Trade:-

In order that my position may be clearly understood by every one, and as a warning to any who may be inclined to infringe my rights, I wish to make the following statement regarding the Fauber Crank Axle Patents.

By referring to the United States Patent Office, it will be found that these patents are pioneer, and cover one-piece crank axles of every practical construction.

Immediately following the issue of the original patents, in 1893, advertising was begun in the leading trade papers, in order that the public should become familiar with the construction of these axles.

The cycle public generally, at once endorsed this axle as a marked improvement in bicycle construction, and believing that at an early date it would be brought into general use, I at once secured foreign and other United States patents.

In view of these facts, -and, further, that the foreign patents have been kept alive, and the development and manufacture of these cranks persistently followed, I believe that I am justly entitled to all rights under these patents. This is further evidenced by the large number of licenses which have been issued to many of the largest manufacturers in the country.

All manufacturers will appreciate the fact that these patents have been generally recognized as covering the one-piece crank axle. For this reason I believe it will be a profitable specialty to those who will use it legitimately.

I intend to protect my rights in this matter, and therefore warn all infringers that I shall hold them liable.

After carefully considering all the facts and circumstances in connection with the original patents and other patents on crank axles and hanger parts, still pending, it is the opinion of experts, that the Fauber patents rightfully control all one-piece crank axles.

Yours very truly,

W. H. Fauber

as Cole saddles and Cole tool-bags, although they will manufacture to order for any cycle maker and stamp them with any name desired.

THE MESINGERS.

Frederick and Henry Mesinger, the inventors of the famous saddles which bear their names, and who have been so promi-



FREDERICK MESINGER.

nently identified with the reformation through which bicycle saddles have gone



HENRY MESINGER.

during the past four years, have severed their connection with Hulbert Bros. & Co. and the Mesinger Saddle Co., and have incorporated the Mesinger Mfg. Co., under the laws of the state of New York. Frederick Mesinger as president and Henry

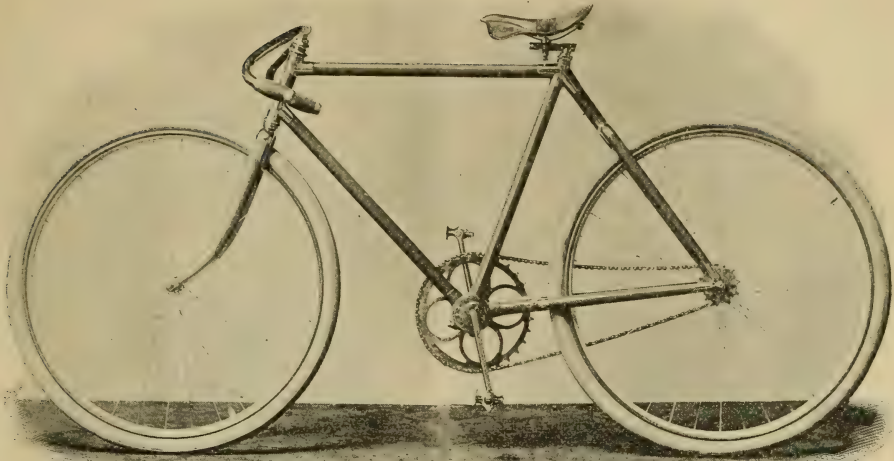
Mesinger as secretary and treasurer will conduct the affairs of the new concern, which will have a capital stock of \$10 000 and headquarters in New York City. Ever on the alert for new ideas in saddle construction, the Mesingers have a number in mind which they will offer to the trade in a short time and which will be in keeping with their efforts in the same line during the past. Probably no other saddle or article of any kind ever attained the popularity which the Mesinger saddle met with, after being on the market for so short a time, and the new firm should receive its full share of attention when makers are preparing for the '98 season. The trade and public can rest assured that the new saddle, which will appear under their name, will embrace all the good points of their past inventions and many new ones.

AN UNFORTUNATE MISTAKE.

By an unfortunate error, a misstatement concerning one of the leading bicycle manufacturers of Milwaukee, Wis., the Lake Cycle Mfg. Co., was made in the issue of October 7, of this paper. During the past year the Lake Cycle Mfg. Co. has made a specialty of medium-grade bicycles and proposes to continue for 1898 along the same lines. The season just past has been satisfactory and remarkably successful. The machinery employed, however, has recently been sold and an entirely new lot of machinery of the most approved designs will be purchased. It is the intention of this company to enlarge its output and thus to continue its popular priced bicycle in the lead. Several large contracts are now under consideration by the Lake Cycle Mfg. Co., and all its 1898 models will be ready for the road in a few days. Frank Thanhauser, president of the company, says he prefers to accept orders for stripped bicycles, but will give his attention to any equipments desired. No chainless features are to be added, but one-piece and two piece cranks will be used. He favors the use of gear-cases on all bicycles. The Lake Cycle Mfg. Co. has won a reputation in the eastern markets for superb finish, easy running qualities, and strength. As soon as its output is taken no further orders will be accepted.

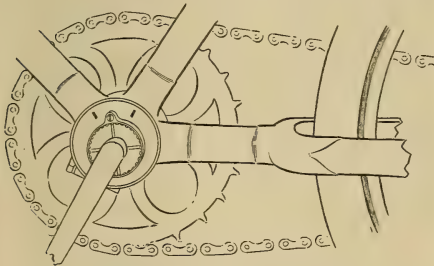
THE IROQUOIS' NEW MODEL.

One of the first of the '98 wheels made in Chicago is now on exhibition in the show-rooms of the Iroquois Cycle Works. The wheel is the joint product of the fertile brains of C. E. Jenkins and Charles Borgan, and has many new features, the most prominent being the eccentric chain adjustment



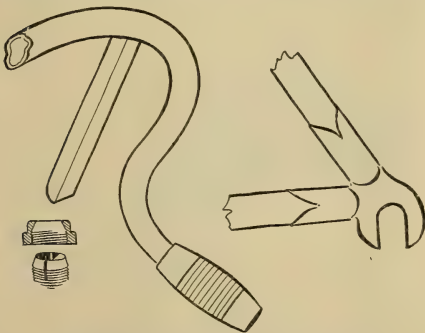
The new Iroquois.

in the crank-hanger. As may be seen by the accompanying illustration, the rear wheel is stationary, the adjustment being



The eccentric chain adjustment.

made from the crank-hanger. Other important features are the saddle post and



The handle-bar and rear-stay slot.

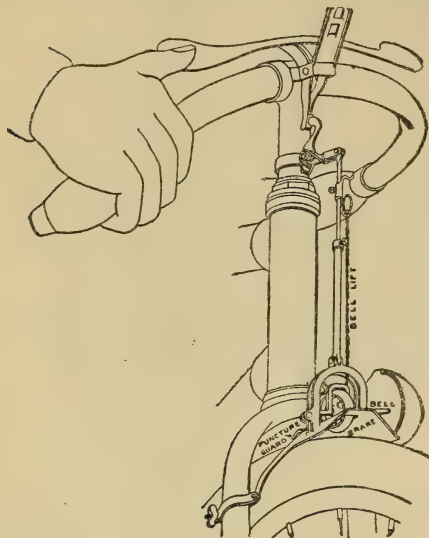
handle-bar. The bar and post are made of D-shaped tubing, which prevents the turning so disagreeable on many wheels. The

rear wheel has two sprockets, giving two different gears. The wheel has a 44 inch base, $4\frac{1}{2}$ -inch tread, and weighs 24 pounds. Yoke rear forks are used, giving the machine a very handsome appearance. Thor hubs, with two-point stationary bearings, are also used. The wheel is finished in mauve with white rims and nicked joints, and will list at \$100. As yet the company has not selected a name for the machine. In addition to the \$100 wheel, the Iroquois people will make their regular \$75 machine which was so popular this year.

THE UNIVERSAL BELL BRAKE.

In a booth that is a dream of elegance, the Universal Trading Co., 23 Center street, New York City, holds forth at the American Institute fair, where Secretary S. S. Sugar explains the virtues of the bell brake, which is being pushed so energetically by the firm. The booth is finished in brown and scarlet, with two wheels, on which the brake and bell are attached. This affair is one of the neatest of the kind that has been placed on the market. Its operation is simple, and the device will be appreciated by all riders, and especially by members of the fair sex. It is fastened to the steering head and front fork in a manner that prevents it from interfering with the other parts of the bicycle. The bell resembles an electric affair, inasmuch as it is continuous with a slight pressure of the thumb, and the same pressure regulates the sound, while a small chain, when raised, permits the using of the brake without ringing the bell. The fulcrum of the operating lever at the top of the steer-

ing-post becomes a lamp bracket, while a small puncture guard is held in place near the tire and removes dangerous objects that may be picked up by the tire. The affair weighs a trifle over a pound, being made entirely of steel aluminum. As the brake



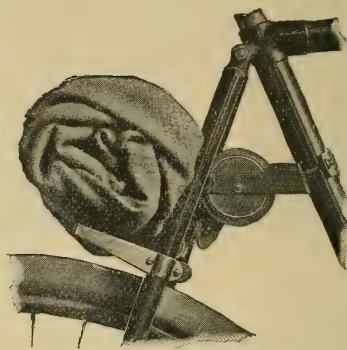
takes hold of the sides of the tire, instead of the tread, the chances of the tire wearing out are eliminated. Being easy of attachment, made to fit any wheel, and combining a brake, bell, puncture guard, and lamp bracket in one, it is a device that will doubtless meet with favor among the tradesmen as well as the riders.

BICYCLE TOWING CORD.

The bicycle towing cord furnishes a simple and convenient means by which a cyclist may assist a weaker companion or a disabled bicyclist. The device can also be used as a baggage carrier with great success, as shown in the accompanying illustration. The towing attachment consists of a self-winding reel containing a stout cord with a suitable hook at its outer end for connecting to another bicycle. The reel is fastened to the bicycle tubing by means of a frame, as shown in cut, which also forms at the opposite end a guide for the cord in winding and unwinding. The spring in the reel automatically takes up the slack when the bicycles approach each other so that the cord can not drop to the ground. The spring is so arranged as to make the pull on the cord steady and free from jerks. The riders can readily connect and disconnect the bicycles without dismounting. For use as a baggage carrier, a ratchet is provided which engages with teeth on the rim of the reel, so that the cord may

be drawn tightly around a package and held in that position. A fishing rod or gun may be secured along the bicycle frame by the same means. When not in use, the braces for holding the parcel may be swung in out of the way. The device weighs but a few ounces, it is very simple in construction and has no gearing or delicate mechanism to get out of order. It is free from mechanical defects and the parts can be cheaply made with dies.

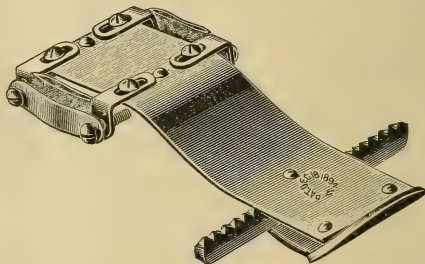
The patents are a combination of three



separate inventions and it is said, cover the field beyond a possibility of competition. A working model has been in operation during the past season with the greatest success, and has elicited the commendation of cyclists wherever seen. The patents are offered for sale outright or on royalty by the owners, William B. Savell, 297 Washington street, Newark, N. J., and J. D. Pierce, Pennsylvania Academy of Fine Arts, Philadelphia.

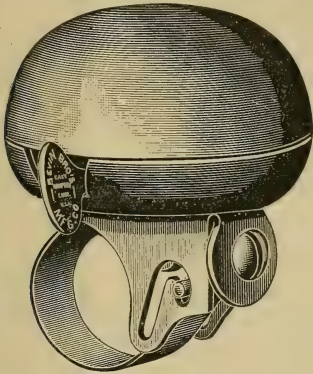
BEVIN BRAKE AND BELL.

Of course, the Bevin Bros. Mfg. Co., of East Hampton, Conn., make all kinds of bells and brakes, as well as other bicycle sundries, but two special articles, which are more than worthy of attention from the



trade, are the Bevin foot brake and the Bevin bell. The first is a simple brake for foot use that is different and better than some in many respects. It is made so that it is impossible to double up when pressure

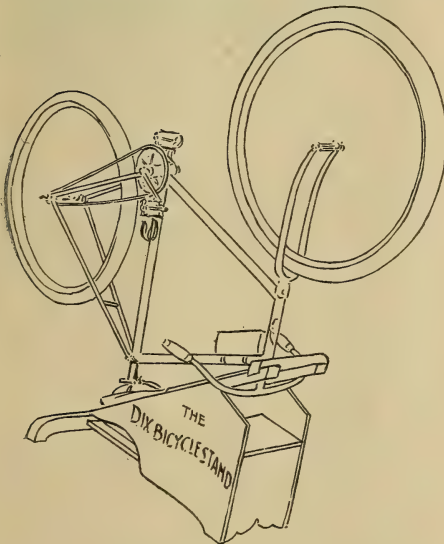
is applied. The shoe forming the coasters is a most desirable feature, as it conforms to the shape of the tire and does not tear the rubber. It is adjustable to any wheel and can not rattle. The new bell has an electric stroke with a rotary movement, and



is highly finished in nickel. It has a band clasp and can be removed with very little trouble. Selling at a moderate price, it is certain to be well received by the riders. A catalogue, showing the firm's complete line of goods, can be had for the asking.

TWO ST. LOUIS INVENTIONS.

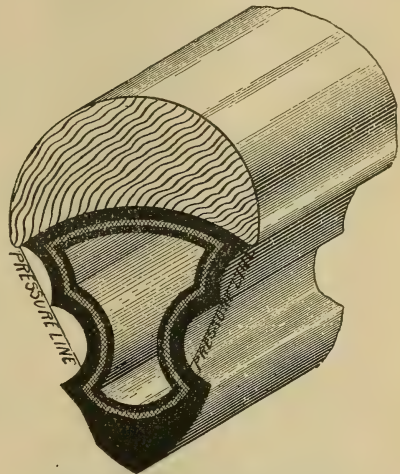
During the past week two new cycling inventions have been shown to the St. Louis



trade. One is the Dix bicycle stand which is really a very convenient and practicable stand for either merely holding the bicycle or to be used for cleaning and repairing. It is made of wood and is built with and without a tool-box attachment, the latter selling for \$1.50 and the former for \$1.75. It

is of entirely new design and should prove popular with riders as well as with repair men. The inventor, J. J. Dix, is a St. Louisan.

The other invention is a tire, styled the Van Zandt, and in design it is a radical departure from the generally accepted styles, for instead of the sectional view showing a



circle, it shows a triangle, but the sides instead of being straight are a series of curves, being built on what the inventor styles the "arch principle." The claims for it are that it is the strongest, easiest riding, and fastest tire in the world, will not side-slip on wet streets, is not liable to puncture, and will outwear two tires of any other make. It is being marketed by the Cycle Improvement Co., of St. Louis.

THE FAIRBANKS-BOSTON RIM CO.

The consolidation of the Boston Wood Rim Co. and the Fairbanks Wood Rim Co., rumors of which have been heard for some weeks, has been consummated. With the experience of these companies combined under one management, with a conservative policy well carried out, manufacturing and other expenses reduced to the lowest possible point consistent with quality, and with the reputation these rims have the world over, the trade can rest assured it will receive, if possible, even better service than in the past. This combination, it must be distinctly understood, has not been brought about with any desire or intention to create a monopoly, but for the vital purposes above set forth.

One of the greatest advantages of the laminated rims lies in the fact that the system of construction allows of its being manufactured in a perfect circle, and that it retains its true circularity for all time, under vary-

ing conditions, and in the stringing up process, allows of an equal tension on spokes, thus resulting in a longer life for the wheel. This is an advantage not fully understood and allowed for by some manufacturers. This company has also made a study of drilling rims, and is prepared to furnish an exactness that can be relied upon.

THE BERNASCO SADDLE.

With the hundreds of bicycle saddles to choose from, it appears to be easy enough to obtain a saddle to suit and yet there is any



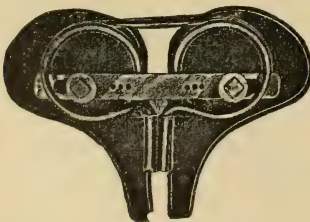
number of cyclists who are riding a saddle that may be positively injuring them. The



perfect saddle, it has been said, would never be made, but William B. Riley & Co., 324-326



Market street, Philadelphia, Pa., think they have come as near to it as possible in their

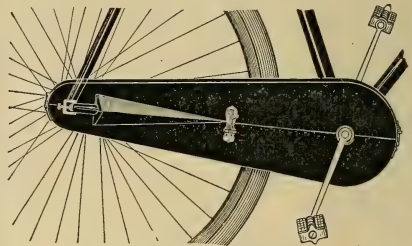


Bernasco saddle, which is being so well received by all who have seen it. This saddle is made on the hygienic order, with a medium spring motion and is comfortable, attractive, safe, and simple. It is made with various

lengths of pommel, with plain felt or padding. The pommel is soft and flexible and conforms without jar to the natural movements of the rider. It does not chafe, irritate, or bruise, and meets with the approval of the fair sex as well as the gentlemen riders. The firm solicits correspondence with the trade.

THE SAFETY GEAR-CASE.

Steps are being taken this week for the purchase of the patent and good will of the Safety Gear Case Co., of Toledo, a co partnership existing between J. L. Lamb and J. D. Parke, who were granted a patent in December of last year. For several years it has been urged that the pressing want of the great army of wheelmen and wheelwomen was a properly made, dust proof, and easily fitted and easily adjusted gear-case, and to this end Messrs. Lamb and Parke designed the Safety case. It is made of oak tanned leather hardened by a peculiar process, and is fitted to the frame of the wheel by a series of valise-like clamps, four in number, two being in the center on either side of the surface and one at either end, front and rear. The device consists of two



equal halves of leather, with a self adjuster of aluminum at the rear hub—this being cut out to fit the hub, and for the chain adjustment—and an interior strip of leather running the full length of the case at the point of contact to make it dust-proof. It is claimed that being lined and carefully fitted together it is absolutely dust-proof, and that when fitted will wear years without becoming loose or rattling as other gear-cases are liable to do.

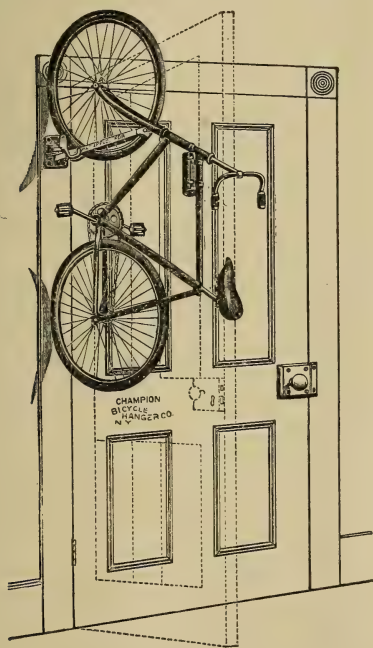
By the nature of the fastenings and the manner of its construction, it is extremely easy to detach from the wheel when necessary to lubricate the chain or make repairs. Another thing is that it is claimed to be indestructible, not liable to breakage, and is at the same time susceptible to a great variety of most beautiful finishes. One of the parties interested in the purchase of the patent is a well known Toledoan, who was interested in the manufacture of a successful device this season. The price placed on the device is said to be

more than \$5,000, but since four different parties are seeking to control it, there is no doubt that some one will be successful. If the sale is not made as contemplated, Messrs. Lamb and Parke will form a company of their own and start at once on an order for 4,000 of the cases which are wanted by a Toledo industry. In view of the many meritorious points possessed by the device and the low price of \$4 placed upon it, there is no disputing the fact that it will be a money-maker.

One of the parties interested is in Chicago this week with two of the samples of the case and it is supposed that his mission is to interest Chicago parties in the company or to arrange for the sale of the cases to Chicago industries. The new company may be formed this week and not later than next week, since it is imperative that a supply be made ready for use within a month.

THE CHAMPION HANGER.

The bicycle has always taken a great deal of room in a house, especially in small flats, and there has always been a demand for some device which would permit it being stowed away in some out of the way place.

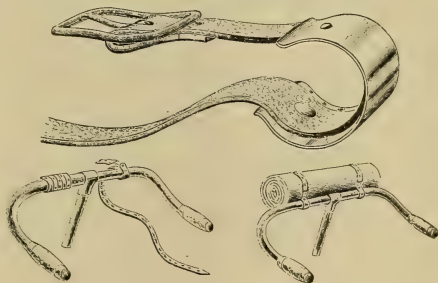


The Champion Bicycle Hanger Co., 457 Broadway, New York City, thinks it has solved the question with its Champion bicycle hanger, which permits a wheel to be hung up at almost any angle. The hanger swings on a pivot and can be moved in each

direction, allowing the wheel to swing against the wall and consequently taking up very little space. The hanger and wheel can be made to swing off a door and still allow the door to open and close. It can be fastened to any portion of the woodwork or plastered wall, and when placed about five feet from the floor is entirely out of the way. Separate sliding wall holders or sockets can also be furnished, which permit the hanger being removed to various places in a building without the necessity of unscrewing it from the wall. This will be found a great convenience, particularly when desirable to remove to another place to clean. The hanger is not only indispensable to homes, office buildings, clubs, flats, and cars, but can be used to a good advantage in a sales-room which carries a very large stock of wheels. Easy to adjust, and almost impossible to get out of order, the hanger will doubtless be appreciated by the rider and dealer. Being sold at a low figure, it is certain to meet with a big demand. Prices and discounts to the trade can be had for the asking.

THE PHOENIX CARRIER.

N. H. Benjamin & Co., of Phoenixville, Pa., are marketing the Phoenix bicycle luggage carrier. The accompanying illustration shows very clearly the way the carrier



is operated. The spring is made of tempered steel, nickel plated; the strap is made of strong russet leather. The spring holds the strap rigid to the bar at any point that may be desired. The carrier lists at twenty-five cents.

ANDRAE WINNINGS.

The many winnings in the east on Andrae cycles have attracted the attention of the daily press, as will be seen by the following article which recently appeared in the Pittsburg Press, under the heading "A Remarkable Record:

"Riders who expect to start in the big Cleveland Pittsburg road race, may be interested to know something about what the Andrae bicycle has been doing in the local races this season. It has secured first time

prize in all but two of the local races, and first place in fully fifty per cent of them. The two in which the time was missed were the Allegheny Cyclers' race, and the Brad-dock race. On the track it won over 150 firsts and several times that many seconds and thirds. Among the well-known local riders who have pushed it to victory are Regis Helbling, of the Press Cyclers, who has won almost everything he has gone into, Leo Keating, Percy Davidson, A. C. Schlumpf, and the crack professionals, C. C. Aughenbaugh, Bob Bruce, Harry Scott, and R. W. West, of Brownsville. The list of road winnings is as follows:

First time prize, Sharpsburg, June 26, by R. E. Walters.

First time prize, Beaver Falls, July 3, by R. E. Walters.

First time prize and first place prize, Evans City, July 3, by J. C. Aber.

First time prize, McKeesport, July 5, by J. C. Aber.

First place prize, McKeesport, July 5, by C. E. Burson.

Second place prize, McKeesport, July 5, by Bert Elder.

First time prize, Lawrenceville, July 5, by William Bailey.

First place prize, Lawrenceville, July 5, by W. G. Grupp.

First prize, Odd Fellows' road race, July 29, by J. H. Horner.

First time prize, Wilkinsburg, July 31, by J. C. Aber.

Second time prize, Wilkinsburg, July 31, by C. E. Burson.

Third time prize, Wilkinsburg, July 31, by C. G. Keenan.

Second time prize, Sewickley, September 4, by A. C. Schlumpf.

First time prize, Bellevue, September 7, by C. E. Burson.

Second time prize, Bellevue, September 7, by J. C. Aber.

First time prize, Allegheny, Pa., September 25, by M. M. Waller."

THE FAULTLESS BRAKE.

The Sundry Mfg. Co., of Baltimore, Md., manufactures a good thing in the Faultless roller brake. It attaches on the fork crown, engaging with the front tire. It consists of a convex steel shoe, with concave hard rubber spool, which responds to the pressure on the lever and stops the wheel gradually while rolling in the same direction. The moment the spool is pushed against the tire, whatever dirt, sand, or mud that may adhere to the latter is whirled off by the revolution of the spool. There is positively no friction on the tire, which is protected against frictional heat by the use of the re-

volving spool. Most brakes have a steel spool, generating a most undesirable friction. The spool on the Faultless roller brake is made out of hard rubber and does away with this friction. The brake has the advantages of being cheap, light, and quick-acting, and it will not hurt the tire. It can be had either as a hand or as a foot brake. Price, complete, \$1.50 for hand brake, and \$1.25 for foot brake.

THE "SWIVEL K" PATENTED.

The Davis & Stevens Mfg. Co., Seneca Falls, N. Y., claims that some unscrupulous manufacturers, knowing patent was not issued, have been making the well-known connection, "Swivel K," the invention of F. N. Stevens, and rushing it upon the market before patent came out. The company states that the patent on this device was issued September 21 and that Mr. Stevens will now thoroughly protect his rights. The company states that all makers and dealers who have in stock or have sold an infringement of this "Swivel K," or pumps with this connection on them, upon or since September 21 can be rightfully called upon to pay a reasonable royalty to Mr. Stevens. The matter will be taken up with many leading firms at once. The Davis & Stevens Mfg. Co. will place the "Swivel K" on the market at very reasonable prices and will sell to competing pump makers at the very lowest figures, and to all alike.

QUITE A RECORD.

In the last issue of the Crescent Bulletin, issued by the Western Wheel Works, is told the following story of the remarkable riding of a Crescent rider:

"Irving Harrison is a street-light inspector in Hackensack, N. J. A year and a half ago he made his rounds with a horse and buggy. Then he learned to ride the wheel. and for more than a year has traveled about the city on his bicycle, falling back on his horse and buggy only after heavy rains.

"His route of inspection covers forty-five miles, including the towns of Maywood, Teaneck, Leonia, and Leonia Heights. He is compelled to cover this route daily, and sometimes twice a day.

"Harrison has used his bicycle since January 1 and has covered 15,002 miles. During the early part of the season he averaged sixty miles a day, but recently has increased this to eighty-one miles a day.

"He weighed 126 pounds on January 1, today he weighs 123, and his long-distance riding has not been detrimental to him in any way. His wheel is used as a matter of convenience and business, not for pleasure,

Only a 60-day Guarantee Next Year.

Have
You
Thought
of
What
This
Means?

It means that the dealer must be more careful than ever of the bicycles he buys and sells, if he wishes to hold his trade. It means that the rider must exercise more care in the selection of his mount if he desires to avoid large expense over the original cost of his wheel.

The strength of a bicycle is dependent mainly on the tubing used. Dealers and riders alike should **demand** from the manufacturers who charge a high-grade price for their bicycles, a **certificate** that they are made of "Pioneer" 50 per cent Carbon Steel Tubing.

A dealer may forget about the guarantee when making his contracts for next year, but the cycling public won't when they come to buy—they are going to buy bicycles made of material that is a guarantee in itself. "Pioneer" 50 per cent Carbon Steel Tubing double discounts the kind used ordinarily. There is no better except the very expensive 5 per cent Nickel Steel Tubing.

A tube of "Pioneer" 50 per cent Carbon Steel Tubing will support 75,000 lbs. as against 53,000 lbs. in 25 per cent Carbon Tube. It is more expensive to the manufacturer, but the rider has a margin of safety of 22,000 lbs.

Uniform, careful, and correct annealing to insure the greatest strength for a given ductility, is a point upon which we excel, tubing never coming in direct contact with the flame and only allowed to cool very slowly.

The
Public
Will
Demand
"Pioneer"
50 per cent
Carbon
Steel
Tubing.

"PIONEERS" in Correct Composition.
Catalogue for the asking.

POPE TUBE CO., Hartford, Conn.

Mention Bearings

for he finds he can cover his route much quicker by using it.

"Harrison is out for the national road-riding record. He expects to cover 22,000 miles before the end of the year. He is thirty years old, small and slender. He has ridden 9,000 miles without a puncture, which is, in itself, a remarkable record. When his work is compared with that of other riders, it is much more meritorious, as he has ridden 15,000 miles of it with one hand on the handle bars, carrying a twenty-five pound ladder on his right shoulder and making frequent stops to inspect the line."

TESTING A MOTOR CYCLE.

The first trial of a motor cycle, or rather motor tricycle, took place at the Manhattan Beach track, New York, last week, and although the three-wheeled vehicle had some difficulty in negotiating the banking, which is so necessary for speed in a two-wheeler, still it went to prove that motor cycles are fast being perfected. A speed of twenty miles an hour was maintained, although it is claimed that the machine could attain a thirty-five-mile-an-hour gait on a straight road.

The motor tricycle which was tried is the invention of Bouton, of France, and was imported to this country by Wanamaker. It has the appearance of an ordinary tricycle, with the addition of the motors and storage batteries necessary for its propulsion. The usual set of pedals and chain are attached, and are used to start the machine, although they do not turn after the power is applied. This is owing to the use of a ratchet gearing.

The motor is run by gasoline, which is pumped into the cylinders by each turn of the wheels. It is ignited by an electric spark from a dry battery, which hangs on the top bar of the frame and is controlled from the left grip of the handle-bar. On the same bar are the three levers, by which the machine is controlled. The first two are to regulate the vapor and gasoline valves, while the other regulates the flame, which increases or decreases the speed as the case requires. The gasoline tank is directly behind the rear frame and holds three quarts of fluid, which will last for sixty-five miles.

The operating gear is on the rear axle in the form of cog-wheels and is necessarily of a very low gear, owing to the rapid motion which it attains. A spoon brake on the front wheel and a band brake on the rear axle, permits the stopping of the machine within a few feet. The two rear wheels are on an axle, which works on a loose pinion, making a differential gear, and permits one

wheel to turn at almost any speed while the other remains stationary. Heavy rubber pneumatic tires are used on the 26 inch wheels and the entire outfit weighs about 200 pounds. A slight smell from the burning gasoline and a noise similar to the average locomotive are the only drawbacks, but it is expected to obviate these matters on future machines.

GERMANY'S ACTIONS.

Kirk Brown, chairman of the press committee of the National Board of Trade of Cycle Manufacturers, has issued the following bulletin to the trade:

"The United States consul at Chemnitz, Germany, writes that the agitation for a prohibitive duty against American bicycles has not been killed, as was supposed, but is proceeding, and he intimates with some chances of success, and urges American manufacturers to anticipate the increased duty by exporting immediately in large quantities. There is nothing in the consul's letter to the State Department, beyond some quotations from newspapers, to warrant this advice, and your committee has written him direct to obtain the fullest and latest information on the subject, which will be promptly laid before the members of the board.

"The agitation was supposed to have received a quietus from the fact that a discriminating tariff against American bicycles would be in violation of our treaty rights with Germany, a violation of the 'most favored nation' clause. Presumably to get over this, the demand upon the German government has been made for an increased duty against all foreign makes of bicycles. A correspondent of the Industrial Union suggests that another method of obtaining the same result would be a re-classification, placing bicycles under the title 'Fahrzeug,' meaning vessel, boat, or craft, and which by analogy may be made to mean any vehicle used for transportation. If a re-classification of dutiable goods is made in Germany in the same manner as it is here, that is, by the Treasury Department, there would be no necessity for the slower and more uncertain legislation that would otherwise be necessary, and hence the increase of duty may be fixed at any moment.

"It would seem to be advisable for manufacturers who are exporters to Germany to take this question up immediately with their correspondents.

"The same consul reports that a demand has also been made in France for an increase in the duty on bicycles. The duty in that country has always been laid at so much per pound, and the very material re-

duction in the weight of the modern bicycle has given the French manufacturer a very logical reason for demanding an increase in the rate."

FOR STRAIGHTENING TUBING.

A machine for straightening bicycle tubing, which is pronounced by machinists to be a device which will cheapen the cost of producing tubing, has just been patented by Zachariah and Charles W. Teeter, of Hagerstown, Ind. This machine will also straighten gas pipe and shafting perfectly. It consists of a table to which are attached two side-plates, one on each side, and between which are secured, by means of journal blocks, a

series of rolls set at an angle of forty five degrees. Each of the rolls is provided with one or more semi circular grooves cut around it, the grooves being in depth about half the diameter of the stock to be rolled. There are corresponding grooves in other rolls set in a plate which holds them up close to the first rolls. The stock to be straightened is then fed into the grooves through universal rolls at the opening of the concave sections, which concave sections make a circular opening longitudinally through the group of rolls. Samples of tubing straightened in the machine have been inspected by bicycle manufacturers and they pronounce the work superior to any done by hand.



MAYOR HARRISON AND PARTY ON THE ORITON.
AUDITORIUM HOTEL, CHICAGO.

The Oriton, the famous ten-seater made by the Waltham Mfg. Co., was in Chicago three days last week, and created a tremendous sensation. Fully 100,000 people saw the big machine, and Manager Gash secured over ten columns of free advertising matter in the daily papers. On Friday, Mayor Harrison and a party of friends took a ride on the monster. In the above picture the mayor occupies the front seat.

TRADE HAPPENINGS

Atlantic City, N. J.—The Smith Mercantile Co. has been incorporated for \$100,000 by E. M. Sweeney, W. T. Smith, and J. C. Reed. It will conduct a bicycle business on a large scale.

Austin, Tex.—Corner's book store has added a stock of bicycles.

Benton Harbor, Mich.—The Benton Harbor Bicycle Works, on Elm street, owned and operated by H. A. Foeltzer, have been sold to A. F. Shoetz.

Binghamton, N. Y.—Bump Bros., the bicycle dealers, have added to their stock a line of high-grade rubber goods.

Bridgeport, Conn.—The stock and plant of the Liberty Cycle Co. have been sold at public auction to A. W. Paige and Mr. Carroll.

Burlington, Vt.—The Burlington Machine & Repair Co. has been incorporated for the purpose of enlarging and extending the machine and bicycle business of the Burlington Repair Co.

Camden, N. J.—The Hardware Mfg. & Export Co., organized for the manufacture of bicycles, has filed articles of incorporation.

Chester, Pa.—Thos. L. Briggs has begun to erect a large building on Welsh street for the manufacture of bicycles.

Columbus, N. Y.—The Sun Cycle Co. will remove its bicycle works to New Berlin, N. Y.

Charleston, S. C.—Baird Bros., bicycle dealers, at 422 King street, are closing out their entire stock of wheels.

Cheyenne, Wyo.—Peter Bergeson, selling bicycles, etc., is reported to have recorded a chattel mortgage for \$2,234.

Chicago, Ill.—The Mechanical World Co. has certified to a change of name to the Decker Cycle & Motor Co. and also to a change of object of corporation.

Columbia, S. C.—Preston L. Melton & Co., handling bicycles, are reported to have recorded a chattel mortgage for \$640.

Dennison, Minn.—Steile & Austinson have added a bicycle repair department, to their new store.

Detroit, Mich.—The Davidson Cycle Co., 231 Woodward avenue, has filed two chattel mortgages; one for \$1,601, covering the store and office fixtures, and the other for \$510, covering stock of Davidson wheels.

Evansville, Ind.—F. McKinney and B. Dann have opened a new bicycle repair store.

Fostoria, Ohio.—C. N. Witt, bicycle repairer, will go to Alabama and locate there.

Gloversville, N. Y.—The bicycle repair store of W. J. Dodge has been purchased by a number of men, who will continue the business and add to its equipment for the manufacture of bicycles.

Graettinger, Iowa.—J. Paulson is building an annex to his place of business for a repair shop.

Groton, Mass.—E. Erving will open a new bicycle repair store.

Harvard, Ill.—Rollins & Dobyne have started their bicycle factory.

Hoboken, N. J.—Hiram V. Kipp, of the Kipp Cycle Co., is reported to have given a bill of sale for \$1.

Indianapolis, Ind.—William Bird, Jr., has made an assignment to J. C. Ertel, with liabilities of \$1,500.

La Crosse, Wis.—The bicycle business of J. C. Holte has changed hands, and is now in charge of S. P. Bjorklund. A stock company with a capital

of \$6,000 is being organized to be known as the La Crosse Bicycle Mfg. & Plating Co. S. P. Bjorklund will be president.

Leadville, Colo.—Grant Marcy, well known in the Kyle-Lanphier Cycle Co., has disposed of his interest in the firm to Messrs. Kyle and Lanphier.

Lowell, Mass.—The Sigsbee Co. will manufacture automatic bicycle saddles when the machines which have already arrived are set up.

Marinette, Wis.—The Midland Steel Co. has purchased the Standard Tube Co., subject to a chattel mortgage.

Mishawaka, Ind.—Starr & Cart, who conducted a bicycle repair store, have dissolved partnership. The business is to be continued by F. Cart.

New York City.—The Iron Specialty Co. has been incorporated for \$100,000, to manufacture bicycles, etc. Directors are T. W. Horn, D. A. Ferris, D. McE. Burke, E. H. Power, and E. J. Johnson.

Newport, R. I.—B. J. Foy has opened a new bicycle establishment at 362 Thames street.

Niagara Falls, N. Y.—The new Electric Cycle Co., composed of W. B. Smith and H. W. Sherwood, has dissolved partnership. Mr. Smith will continue in the business and will remove to 344 Third street.

Northboro, Mass.—Charles C. Murray is organizing a stock company to be known as the Murray Bicycle Speed Attachment Co., with a capital stock of \$15,000.

Norwich, Conn.—Fire in the factory of Hopkins & Allen, manufacturers of bicycles, etc., has caused a loss of \$4,000.

Philadelphia, Pa.—The Columbia Tube Co. has made an assignment for the benefit of creditors to Wilson L. Smith.

Pontiac, Ill.—Bard Dunlop has opened a bicycle shop.

Port Jervis, N. Y.—Norris Bros., dealers in bicycles, have moved to larger quarters at the corner of Ball and Sussex streets.

Riverside, Cal.—S. G. Drew, formerly with G. P. Seger, has opened a bicycle repair shop on Eighth street.

Roachdale, Ind.—Doctor Colliver has bought the \$1,000 stock of the Tucker bicycle plant of E. Grantham.

Salem, Mass.—Newton & O'Connell have opened a bicycle repair store in the Mechanic hall.

South Boston, Mass.—J. A. Hitchings will open a new bicycle store at 724 Broadway.

Springfield, Mass.—Perkins & Conlin have opened a new bicycle repair store at 58 Taylor street.

St. Paul, Minn.—M. E. Hughson, of the Twin City Cycle Co., is reported to have recorded a chattel mortgage for \$1,000.

Trenton, N. J.—J. D. Davis, the bicycle dealer of East Hanover street, has made an assignment to J. H. Herron.

Utica, N. Y.—The stock and fixtures in the store of R. Mortimer, the Columbia street bicycle dealer, have been sold at sheriff's sale to L. C. Chase & Co.

Waterville, Minn.—P. H. Martin, C. C. Hanks, and A. J. Kanne have formed a partnership in the bicycle business.

Worcester, Mass.—L. Holland, dealer in bicycles at 279 Main street, has filed a voluntary petition in insolvency. Liabilities are about \$4,500 and the assets are nominal.

Wingham, Ont.—The bicycle stock of G. F. Emerson has been seized by the sheriff.

Look out for '98_____

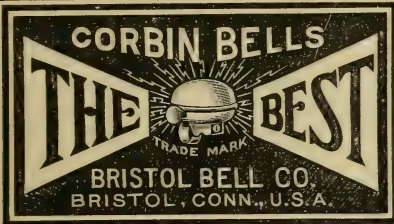
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Makers of Celebrated Indiana Chains. Write for prices.

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TRADE BRIEFS

C. M. Fairchild is no longer connected with the Olive Wheel Co., of Syracuse.

The Walker & Ehrman Mfg. Co., of Chicago, is prepared to care for the trade next year and has twelve different patterns of oil cups for the makers to select from.

W. H. Pickens, manager of the southern department of the Monarch Cycle Mfg. Co., left Tuesday to look after southern trade in Cincinnati, Louisville, Nashville, and larger points.

A. M. Scheffey & Co., of New York, have for some time represented the Geneva Cycle Co., covering seventeen states, including the eastern and south Atlantic states. They will have ten traveling men on the road in '98 and in addition to a full line of sundries they are adding a line of parts for repairmen and smaller makers.

A. H. Parker, who was at one time president of the company making the League chainless, and until recently associated with the Bayvelgear concern, is now connected with R. H. Wolff & Co., Ltd., makers of the Wolff American high art cycles. Mr. Parker will represent the Wolff-American on the road this season.

The Anderson Cycle & Mfg. Co., of Detroit, Mich., is removing its factory from 40 46 Champlain street, to the corner of Fort and Twentieth streets, where it will have larger and more convenient quarters. In connection with the factory the company will open a salesroom and repair shop for the benefit of its trade in the western part of the city.

The Newton Rubber Works request the publication of the following: "Among the fast riders now following the Southern circuit in the special car, who are riding Newton tires, are Fred C. Hoyt and C. R. Newton, who ride the Warwick, the popular Nat Butler, who rides the Eclipse, and Watson Coleman, of the White team. All the above riders have their mounts fitted with Newton tires, as is also the famous Oriten, the ten seater manufactured by the Waltham Mfg. Co."

Max Tonk, president of the Old Hickory Cycle Co., manufacturer of the Old Hickory continuous wood frame bicycle, will go to Europe some time during the month of October, presumably starting between the 15th and 20th. In case any of the bicycle dealers or importers in Europe should desire to see him in regard to the agency for their respective countries, he can be reached about October 25, at Zwolle, Holland, in

care of Klaas Baving, who represents the company in that country.

The Peoria Rubber & Mfg. Co.'s branch store at Indianapolis has been reorganized under the firm name of the Indianapolis Cycle Co., with J. L. Greenleaf, who has had charge of the company's agencies during the past year, as manager. Mr. Greenleaf will have the states of Indiana and Kentucky as exclusive territory on Patee bicycles and Peoria tires, and also a new model made exclusively for him called the Red Cross. Mr. Greenleaf had charge of this branch in '96 and under his able management it was a great success.

The Iver Johnson's Arms & Cycle Works, of Fitchburg, Mass., are building a two story addition 250x100 to their already large plant, in Fitchburg, Mass., this action becoming necessary on account of increasing business. In addition to their regular models, this firm will now make low priced wheels, thus enabling them to supply their agents with a complete line. About 800 hands are employed at the present time and more will be added upon the completion of the new building, which will be equipped with new and modern machinery.

The riders on the New England circuit are still adding to the glory of the Kangaroo tire. During the past week Kangaroo tires have won the one-third-mile, one mile, and five-mile state championships. At Lynn, Mass., October 6, Kangaroo tires won sixteen out of a total of twenty prizes. On the Southern circuit they are doing equally well, winning at Peoria, October 7, it is claimed, sixty per cent of the professional prizes. It looks as if the National India Rubber Co. had a big contract on hand to supply the demand next season for this celebrated tire.

WANTED, FOR SALE, TO EXCHANGE.

Advertisements under this head, 5 cents per word. Checks, money orders, postoffice orders, or 1 and 2 cent stamps received. Cash with order.

TIRES—\$5.50 pair, express prepaid. Best '97's. Full warranty. MINERALIZED RUBBER CO.,
* New York City.

SALESMAN—First-class drummer, well posted in bicycle supplies and fittings, with connection among manufacturers and jobbers, can find good position; no experiments; write full particulars and salary. J. H. NEUTADT CYCLE SUPPLY CO., Manufacturers' Agents, St. Louis, Mo.

WANTED—Situation as traveling salesman with bicycle sundry house. Well known in east and west. Good recommendations furnished. Address S., care Bearings, Chicago, Ill.

TRAVELING MEN selling bicycle parts can secure valuable side line of hubs and hangers direct from manufacturers. Particulars by addressing O. M., care Bearings.



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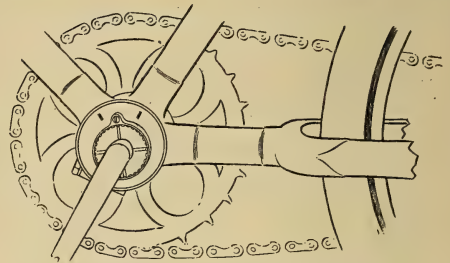
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CAN'T TALK THIS IN. HAS TO BE BUILT IN.

Only one of the many new features of the Iroquois Cycle Works' '98 model, but one that will convince riders that perspiration and profanity are not necessary adjuncts to chain adjustments. Slack of chain taken up from crank-bracket, thus insuring permanent alignment of rear wheel.



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are now ready, and we are prepared to talk business to the right kind of agents—live ones. Write, or come and see us.

**NOW IS THE
TIME,
MR. AGENT.**

IROQUOIS CYCLE WORKS,

331-333 Wabash Ave., CHICAGO.

Mention Bearings



"WHERE IS HE?"

Photograph by R. L. Curran.

BEARINGS

VOL. XVI

CHICAGO, OCT. 21, 1897

No. 12

A BIT OF INTERESTING HISTORY

By C. G. S.

On the 27th of this month the Chicago Cycling Club will celebrate its eighteenth birthday with a banquet at its clubhouse, 3947 Michigan avenue. The C. C. C. is the oldest cycling club in the country and numbers among its members nearly all the prominent lights in the cycling world. In its files are many curious documents. The minute book of the club can tell many an interesting story and through the club documents one can trace the cycling history of the last two decades. Last week Secretary Elliott, while going through the files, resurrected a most interesting document which tells of the important victory won by the wheelmen in 1881, under the leadership of John G. Shortall, now president of the Illinois Humane Society. October 7, 1879, the South Park commissioners passed an ordinance prohibiting the riding of bicycles on the boulevards of the South Side. This was brought about by the horsemen who alleged that their horses were frightened by the bicycles and that their own lives were in jeopardy so long as the bicycle was allowed on the boulevards. This ordinance stood for three years, when the wheelmen, led by John G. Shortall, made a fight against it and succeeded in passing a resolution killing the objectionable ordinance.

The papers discovered by Secretary Elliott tell the whole story of this fight. First is given the testimony

of three of the South Park policemen, who testified that they considered the bicycle a dangerous animal. Then followed a copy of the famous resolution which opened the boulevards to the wheelmen of the city. It reads:

I, H. W. Harmon, secretary of the South Park commission, do certify that the following is a true copy of the resolution adopted by the said commission on the fourteenth day of December, A. D., 1881:

"Moved that Section 3 of the ordinance passed October 7, 1879, in words as follows, viz.,

"'No person shall ride or use any velocipede or bicycle upon the park boulevards or driveways under the control of this commission,' and

"Section 5 of an ordinance for the government of Michigan avenue and Thirty-fifth street, adopted May 25, 1881, and in words as follows, viz.,

"'No rider shall ride or use any velocipede or bicycle hereon,'
be repealed from and after this date."

In testimony whereof I herewith set my hand and seal of the said commission, this fifteenth day of December, A. D., 1881.

H. W. HARMON,

Secretary of the South Park commission.

Then comes the following petition, which Mr. Shortall got up:

To the Board of South Park Commissioners, Gentlemen: In behalf and at the request of many warm supporters of and taxpaying contributors to our park and boulevard system, I ask the privilege of addressing you in favor of the admission of the bicycle to our parks and boulevards under such proper regulations as shall seem wise and equitable. I claim then:

1—That the bicycle is no longer simply a

plaything, but has become and is recognized as an important, practical, and economical addition to our forces, of great utility and in many directions.

In evidence of which I may instance the fact that in England today over 150,000 of these vehicles are in constant employment traversing country roads and city streets with the utmost freedom. And I may add that that freedom has recently been confirmed by judicial decision.

2—That, if a healthy body be, as a rule, necessary to the development of a healthy mind, then any device that shall tempt our youth to build up body and mind by the reasonable enjoyment of our beautiful and health giving stretches of road and common, of wood and lake, shall be encouraged and applauded.

It should be remembered that our distances are great as yet, and that this bicycle form of conveyance is the only one practically possible to many of our young men. Other forms there are, but none that tempt and encourage so thoroughly as this.

So much and much more may be said on one side of the question; as to the other, the only objection I have heard raised to the admission of the bicycle is:

That some few horses, unused to its appearance, are apt to become frightened or restive at its approach when seen for the first, or perhaps the second time.

In reply I beg to say:

1—That some horses are of that nervous and excitable temperament than anything unusual will alarm them, but such horses are, or should be, always in charge of experienced drivers and capable.

Indeed I can not see how we can guard against the many objects that frighten such animals; the dummy engines, a wheelbarrow, the carpet-beating industry, a load of coal dumped upon the sidewalk, the fire engine, even a copy of the Times or the Alliance—any of these would be sufficient to set an ignorant or ill-tempered horse beside himself. But we have no thought now of suppression as a substitute to education.

2—That the bicycle is now with us, in common use upon our streets, and certainly as properly so as in Cheapside of the Strand, without thought of objection by our city authorities.

The ignorant or ill tempered horse I have alluded to must encounter these, few or many, on his way to and from the boulevards and parks, and the question seems to be: Shall this attractive, innocent, wholesome means of recreation—I may add also this great industry, for the manufacture of the bicycle has really become such—be

opposed and irritated to vigorous resistance, or shall the occasional vicious horse be educated? This is a simple proposition and I feel confident of your favorable reply.

3—That as a matter of fact, the number of horses that have been frightened by the modern bicycle (a very different machine, be it remembered, from the old velocipede) has been absurdly exaggerated, and the ease with which the alarm can be overcome by the ready dismounting of the rider from his wheel (and this courtesy is almost universal) is not sufficiently appreciated.

In proof of which statements I have the testimony of many of the chief officers of our cities, among them the mayors of Boston, Newport, and Detroit, and of chiefs of police and police commissioners and other prominent citizens collected in support of an able argument in this behalf by Charles E. Pratt, of Boston. Also the statement of a friend who has recently ridden his bicycle over many of the highways of England, Germany, and France, including the crowded thoroughfares of London and the Bois de Bologne and the Champs Elysée of Paris, that in the hundreds of miles he has traveled he has had thus to dismount but twice. And this is the common experience.

In conclusion I would say that a generous policy on your part in this regard would be highly appreciated; that such admission, now granted, could be made without prejudice to your right to withdraw it at any time if its impolicy should ever become apparent, and that such police regulations as you should make governing the subject would be, I have no doubt, cheerfully acquiesced in.

Very respectfully yours,

JOHN G. SHORTALL.

Chicago, Dec. 12, 1881.

This action of the board so pleased the good people of Chicago that the following letter was gotten up, addressed to the South Park commissioners:

"Gentlemen: The undersigned beg leave to express their hearty approval of your recent action throwing open the boulevards and parks to the use of the bicycle, having no doubt that whatever apprehension may exist in timid minds as to its alarming an occasional horse will very soon pass away."

The names of many of Chicago's prominent citizens are attached to this letter.

NEWS IN GENERAL

ELECTRIC TRIPLET PACED.

Bouhours Breaks All Kinds of Records
Behind the "Infernal Machines"—
Huret Beaten by Linton.

Paris, Oct. 8.—The French stayer, Bouhours, accomplished a performance last Friday afternoon which has astonished the cycling world. In 2 hours and 35 seconds he covered exactly 100 kilometers, (about 62 miles) lowering the previous record for that distance (held by Walters) by nearly three minutes.

His success was due in a large measure to the excellent work of the electric triplets which pulled him along at a regular pace.

On Friday, the weather was not all that could be desired. A strong wind was blowing and the atmosphere was damp. At three o'clock, several hundred people were present at the Auteuil track to witness the performance of Bouhours, but the latter decided to wait another hour before making the attempt, in the hope that the wind would drop. At 4.25 the start was given, and a few seconds later the French stayer was hugging the rear wheel of an electric triplet, which dashed round the track at a thirty-five-mile-an-hour gait. The "infernal" machine ran as smoothly as a locomotive, and the great regularity in its speed allowed Bouhours to follow with comparative ease.

At the twenty-fifth kilometer a second electric triplet was put in to relieve the first, the accumulators of which had to be changed. The hour gave 50 240 kilometers, the greatest distance ever covered in that time in France. Encouraged by this result, Bouhours called out to his

pacers to "hit it up" and with set teeth and a "do-or-die" look on his face, he held onto the infernal machine like grim death.

At the seventieth kilometer a roar of applause went up. The world's record for that distance had fallen, and Bouhours, if anything, was riding faster than at the start. Darkness commenced to set in and the record man was hardly visible in the semi-obscurity. How he managed to avoid touching the rear wheel of his pacing machine was a mystery.

Continuing his rapid and regular pace, Bouhours attained the 100-kilometer mark in 2:00:35, beating the record by 2 minutes and 33 seconds. He was given a tremendous ovation after the performance by both public and racing men. The riders of the electric machines came in also for their share of applause for the brilliant way in which they piloted their heavy machines. This is the first time electric triplets have been brought into use in an attempt at record. On an average, they worked about half an hour at a stretch. The pickups are naturally less frequent, and the pace set is absolutely regular. The laps are covered exactly in a set time. In fact, it is to this great regularity of pace that Bouhours owed his success.

World's Records.

The French crack now holds all the world's records from 70 to 100 kilometers, 40 to 60 miles, and for the two hours, as the following table shows:

Kilometer Records.

70 kilometers.....	1:23:52	Walters..	1:24:02½
80 kilometers.....	1:35:50½	Walters..	1:36:22½
90 kilometers.....	1:47:58½	Walters..	1:49:44½
100 kilometers.....	2:00:35	Walters..	2:03:08½

Mile Records.

40 miles.....	1:17:05	Walters..	1:17:11%
50 miles.....	1:36:23%	Walters..	1:36:56%
60 miles.....	1:56:14%	Walters..	1:58:33%
2 hours.....	99,548 kils	Walters....	97,660 kils

Desirous to know what effect the terrific speed produced upon the men who mounted the "infernal" machine, Bearings' correspondent, after the race, interviewed Pierrefitte, who occupied the front seat on one of the electric triplets. Pierrefitte said his triplet weighed about 440 pounds, to which was added the weight of the three riders. One can, therefore, easily understand why this mass of metal and human flesh, weighing some 900 pounds, when flying round the track at a forty-mile-an-hour gait, should impress the spectators with awe.

In speaking of his experience, Pierrefitte said: "Personally, I must admit that I was almost scared to death the first time I mounted the machine, not so much from the fear of a breakdown in the machinery, as from the dread that the bursting of a tire might upset us. So to speak, I used to number my limbs so that my family might recognize the pieces in case of a smash up. Since then, all fear has completely disappeared and has given way to a kind of intoxication caused by the infernal speed at which the triplet travels. You may perhaps be able to realize the degree of fear one feels in mounting an electric three-seater for the first time, but you can not possibly conceive the amount of pleasure and delight one experiences when cutting through the air at the rate of forty miles an hour, almost without fatigue. All thought of danger disappears.

"The humming noise of the dynamo seems to help you along. You even wish for the revolving wheel to go quicker, and instinctively you press on the pedals, adding to the electric power that of your legs. One soon becomes elated. The cement flies from under your feet. The space,

which is, unfortunately, limited on a track, rapidly disappears from your sight, and kilometer after kilometer is piled up without you perceiving it. Really, the sensation baffles all description, and to fully realize the quantity of pleasure to be derived from electric triplet riding, one must try it."

The writer may possibly take his advice some day and risk it, but beforehand he will make his will and take out a life insurance policy for a good round sum.

Linton Defeats Huret.

The uncertain weather last Sunday afternoon caused a large falling off in the attendance at the Auteuil track, where the principal attraction was the fifty-mile race between Tom Linton and Constant Huret. The general opinion was that the distance was too long for Linton. It was thought that he might possibly gain on his rival in the first forty kilometers, but after the hour Huret was expected to make up the lost ground and turn up the winner. Public opinion, however, was for once in the wrong, for the plucky Welshman simply rode rings round the ex-twenty-four-hour champion, and defeated him by nearly six kilometers.

The race proved a monotonous affair, and the times made were anything but good. The Welshman took things easy from start to finish; and at no time during the race was he called upon to make any serious effort. Huret led off and the two men remained together for the first eight kilometers when Linton forged ahead. In three kilometers he managed to take a lap on Huret, who experienced great difficulty in keeping up with his pacemakers. The rest of the race requires but little description. Linton rode just fast enough to keep warm, and as regular as clockwork, lapped his rival every nine kilometers. His time for the 50 miles was 1:42:20%, against

Bouhours' 1:36:23½. Linton will not be seen again in public until next spring. He has had a very hard season and has well earned the six months' rest he intends to take.

A telegram from Florence, Italy, received this evening, states that at the race meeting held at the Cascines track, a terrible spill occurred wounding seriously several riders. The worst hit was Pontecchi, the well-known rider, who had to be carried away in an ambulance to the hospital. The accident caused a painful impression among the spectators, and the remaining races were canceled.

J. H. COLEMAN.

IN THE GLOAMING.

Michael Rides a Fast Ten Miles at Newark—Weinig Wins a Race.

New York City, Oct. 18.—Although Jimmy Michael did not succeed in lowering the ten-mile figures in his attempt at the Newark board track on Thursday, he did succeed in establishing an "after dark" record that will hardly be equaled under similar circumstances. For the little Welshman covered ten miles in the twilight in 19:20½.

The programme of the New Jersey Bicycle Track Co. dragged during the afternoon, and it was almost 5.30 before the event of the day was called. Michael came out in his white suit, and after the sixteen pacemakers had a warming up, he tacked to the Newark quint and started the ride "in the gloaming." The first mile was covered in 1:50½, which was excellent going, considering that the boards of the track were loose and caused a thundering noise as the big machines passed over them.

Darkness was coming on, and it was thought the trial would have to be called off. Shafer kept sending along the big machines, however, and as long as they came the midget would take to them like a duck to

water. The 1,500 people present did not cheer or show any enthusiasm, but watched the wonder with awe, hardly daring to breathe, and fearing he would run into the rear wheel of some big machine, while they trembled when he would shift from one to another. It seemed impossible for him to follow as close as he did without getting a spill, but the steady hand that has been through so many events of the kind did not fail him in this instance, and although it looked dangerous at times, he never even so much as had to back-pedal to prevent a fall.

The scene was now one for an artist. It was so dark that reading or seeing the time was out of the question. The red glare of the sun was dying away in the west, and was supplanted by that dim light which is seen before utter blackness comes over the land. The street electric lights outside of the inclosure shed their shadows across the track, while the little white figure could hardly be distinguished when on the backstretch. Bicycle lamps were used by the timers to see their watches, while now and then some one in the grand stand would light a match to see his neighbor or his programme.

The people huddled together in the stand, too interested to shout, and trembling for the lad, who followed the pace so close that a spill seemed inevitable. No sound broke the awful stillness, except the rush of the machines on the loose boards of the turns and the heavy voice of the announcer as he would give the times of each mile. Now and then the musicians appeared to wake up, rendered a cheerful tune, and then would come that stillness, with its whisperings. The bell announcing the last lap was received with relief, and the crowd came to its senses. They cheered heartily as the "rarebit" passed the quad in the stretch and crossed the

tape safely. The record of 18:02½ was never in danger, yet the ride was far more meritorious than the lowering of the figures would be in daylight.

Beyond the placing of time limit of 2:30, placed by the referee on the novice race, declared no race, the other events were productive of some good sport. Owing to darkness, some of the events were not run off and the purses were divided to the satisfaction of the contestants. Babcock's jump on the first turn of the last lap landed him the mile open, while a timely sprint by F. L. Kramer resulted in his winning the half-mile track championship.

Summaries.

Half-mile track championship—F. L. Kramer, first; L. A. C. Kelly, second. Time, 1:08.

Half-mile, professional; semi-final heat—Al. Weinig, first; J. A. Newhouse, second; L. R. Jefferson, third; C. H. Davis, fourth. Time, 1:04½. Purse divided, as final was not run, owing to darkness.

One-mile open—O. V. Babcock, first; F. L. Kramer, second; John Ruel, third. Time, 2:17½.

Two-mile match pursuit race—G. H. Van Emburg beat E. Von Steeg by fifteen yards. Time, 5:03½.

Ten-mile exhibition, by Jimmy Michael. Time, 19:20½.

AL. REEVES.

LEXINGTON-CINCINNATI RACE.

J. D. Park Wins a Ninety-Nine-Mile Scratch Event in Ohio—Sidwell After Amateur Records.

Cincinnati, Ohio, Oct. 18.—The great Lexington-Cincinnati road race was won last Thursday by J. D. Park, of Covington. His time, 5:36:20 is the record for the course, which is just ninety-nine miles long. The men left promptly from the opera house in Lexington at 9.01½, being started by the mayor of Lexington. The start was witnessed by a large crowd of people, and as it was a scratch event, the starters received a rousing cheer as they left the post,

Passing through Georgetown, the first checking point, Wilberding was first, closely followed by Fisher, King, Cozzart, and Park. Two min-

utes later Nadaud, King, and Hamilton arrived. At Sadleville, the next checking point, Wilberding had increased the lead, arriving there at 10.18. Pierce and Cozzart were together, and passed through at 10.22. The remainder were from one to three minutes apart.

Wilberding lost some of his lead at Corinth, passing through at 11.01, just one minute ahead of Fisher. Wilson was third and Park had climbed up to fourth place. At Blanchett, Wilberding was just half a second ahead of Cozzart, Fisher was third, and Wilson fourth.

Wilberding passed through Mason still in the lead, Cozzart was second, Fisher third, and Wilson fourth. Park had climbed back to fifth place and passed through at 11.31, just seven minutes behind the leader. At Williamstown the same positions were maintained by the leaders. Between Williamstown and Crittenden, a distance of eighteen miles, Park, who was in fifth place and eleven minutes behind the leader, closed the gap and passed through Crittenden in the lead. Wilson was second, Fisher, third, while Wilberding had fallen back to fourth position. Nadaud and King tied for fifth.

At Walton, just twenty-five miles from the finish, Park was in the lead, Wilson, Wilberding, Nadaud, King, and Fisher passing through in the order named. At Erlanger, Park was first, passing through at 2.09½. This is seven miles from the finish, and from this point the racing was very exciting. Highland cemetery is four miles from the finish, and was the last checking point. At this point Wilberding had regained the lead, Park was second, and three others were bunched.

About a mile from the tape, Park forged ahead and crossed the tape about four minutes before Wilberding. C. H. Wilson, of Covington, was third. Twelve men finished, and

it was the best and most exciting race ever run on this historic course.

Sidwell After Records.

Harry M. Sidwell, of the amateur ranks, is attacking Father Time at the Chester Park track, and has just secured some new pacing machines and new pacemakers. Two quads and a triplet are now furnishing the pace, and are manned by E. Kurze, Wellman, Wilberding, Allsup, Fisher, O'Mara, Reno, Robert and Stanley Runk, Clayton, and Atkins. These comprise the best amateurs obtainable in this section of the country. The weather last week was adverse to record work, and although three world's records were tied, the wind was too strong to come within record time. Sidwell will try for the two, three, four, and five-mile records during the coming week. C. F. W.

CHALLENGES THE WORLD.

The Colorado Team Ready to Meet All Comers—Hachenberger Retires From the Path.

Denver, Colo., Oct. 15.—The Colorado relay team has, through its manager, E. H. Perkins, of this city, issued a challenge to any state amateur team in the United States for a fifty-mile pursuit relay race. The conditions of the challenge are simply that any team that may take up the challenge must be amateur and the members of it must be residents of the state in behalf of which the challenge is accepted. Mr. Perkins will make a strenuous effort to get the challenge accepted before the season closes. The aggregation of riders known now as the Colorado state team is that which on the first night of the recent Festival of Mountain and Plain held in this city, defeated, before a crowd of 6,000 people, the crack relay team of the Denver Wheel Club which had up to that time been invincible.

The Denver Wheel Club track is

about to be the scene of several attempts at records. W. W. Hamilton has returned from the east and will ride the Lindsay wheel in some efforts to reduce the unpaced records. He is in good condition. Hamilton is holding his breath while the paced record is sinking far below 1:39 $\frac{1}{2}$ at which he held it nearly two years, and he thinks unpaced work is more to his liking now. Another man on the Denver Wheel Club track who thinks he can smash some records is William H. Vaughn, of Illinois. He also is going after unpaced records.

The track committee of the Denver Wheel Club has decided to renew its lease on the track, which expires early next year. The members of the committee think that a revival of some kind in racing may be brought about next year. The plan will probably be to bring out some big machines from the east and put on some middle-distance races, after the fashion of the recent big races in the eastern states.

"Buttermilk Boy" Quits Racing.

O. B. Hachenberger, the once conquering "Buttermilk Boy," is out of racing, probably forever. He spent two months at the Las Vegas hot springs trying to coax his poor knees back into shape. In the meantime the racing season, after his race with Sanger, slipped away. A few days ago, Hach returned and settled down to making wheels. He is not training and probably never will again, unless next year should find his knees in their normal condition. Among the "laymen"—that is, the general public—Hachenberger, ever since his sensational debut, has been a prime favorite, and half the town was always willing to go broke on him. His retirement causes much regret.

A Speedy Young Westerner.

P. J. Becker, whose photograph is reproduced herewith, is no doubt one of the fastest "simon pures" of the

United States. He is but nineteen years of age, but the close of the present racing season makes the third time that he has finished at the top of the percentage table for the amateur class on the Colorado circuit—a



P. J. BECKER.

distinction that means a great deal, since it is well known that the races in Colorado are usually run in record time. In addition to his fine percentage showing, young Becker came out victorious in all the state championship races this year, winning the half-mile, one, two, and five-mile events.

E. A. B.

NEW ENGLISH RECORDS.

Mackie Wins the Scottish 100-mile Championship—James and Nelson Ride Fifty Miles in 1:38:14 2-5.

London, Oct. 9.—Last Saturday the 100-mile professional championship of Scotland took place on the Celtic track, Glasgow. The starters included R. A. Vogt, (the first winner of the championship in 1893), James Silver, J. D. Lumsden, and N. U. Mackie. The race proved a rather tame one, Silver retiring at thirty miles, and Vogt at fifty-one, leaving Lumsden miles behind Mackie, who finished an easy winner in 4:27:51.

At Wood Green, on Monday, E.

W. Hitchcock and A. O. Earl, mounted on a tandem, beat the amateur tandem records from fifteen to twenty-seven miles, and covered 27 miles, 1,000 yards in one hour. The previous best hour distance was 27 miles, 20 yards, made by Yeoman and Cooke at Herne Hill, July 6, '95. The chief new times made were: Fifteen miles, 32:33½; twenty miles, 43:25; twenty-five miles, 54:25; twenty-seven miles, 58:49½.

More Tandem Records Fall.

At the Crystal Palace, Thursday, E. James and G. A. Nelson made a successful attack on the fifty-mile professional tandem record of 1:38:14½, made by the Chase brothers at Catford. James and Nelson, paced by Dunlop multicycles, completed fifty miles in the marvelous time of 1:36:40, beating world's records for all types of machines at that distance. They were well inside the previous tandem bests at eleven miles and remained inside to the finish, covering 31 miles, 1660 yards to the hour, as compared with Macgregor and Nelson's 31 miles, 610 yards made last year. From thirty-four to fifty miles and from fifty-five to eighty kilometers, the tandemites smashed world's records for all types of machines. From twenty to eighty kilometers world's tandem records were re-made. E. A. Powell (N. C. U.) took the times, of which the following are the chief:

Miles.	Time.	Kilometers.	Time.
11.....	20:14½	10.....	11:21½
20.....	37:13½	†20.....	22:55½
30.....	56:19	30.....	34:40½
*34.....	1:03:54½	40.....	46:25½
*40.....	1:15:38½	50.....	58:23½
*50.....	1:36:40	*55.....	1:04:15½
*World's records for all types of machine.		*60.....	1:10:21½
†World's tandem records from this point.		*70.....	1:22:45½
		*80.....	1:36:05½

Cyclists' Camps Poorly Supported.

The Northern Cyclists' camp, which was held at Scarborough so successfully this autumn, is reported to be in a bankrupt condition. The balance sheet shows a deficit of over \$600 and, unless this sum is made up

by some of the leading spirits of the affair, it appears doubtful if the annual fixture will be repeated. The Southern Counties' Cyclists' camp, it will be remembered, died a year or two ago from lack of support.

E. Gould, of the North Road C. C., the amateur world's champion at 100 kilometers, riding on the North Road on Wednesday last, accomplished a very fine twelve-hour ride, covering no less than 226½ miles in that time, thus beating the previous best distance, by the professional George Hunt, by 2½ miles. F. T. Bidlake timed the ride. C. W. HARTUNG.

EMERICK IN HARD LUCK.

After Being Suspended by the Racing Board,
He Is Also Disqualified—A Blue
Ribbon Meet.

Cleveland, Ohio, Oct. 18.—W. C. Emerick, the widely-advertised winner of the great Cleveland-Pittsburg road race, is certainly getting his hard luck in chunks. Not only was he recently suspended from track racing by Chairman Mott, pending investigation into a charge of taking part in a "fake" race at the East End Park, but he has just received word from Referee Boyle, of the road race committee, that the protest against him has been sustained, and that he did not win the race. It will be remembered that Emerick left his wheel just after crossing the bridge into Pittsburg, and ran to the finishing tape, a distance of half a mile, without his wheel, giving as a reason that the crowd was so large that he found it impossible to ride. This has been adjudged a violation of a rule of the race, which plainly states that the riders should be judged as their front wheels crossed the tape. Not only is he ruled out of first place prize, after his game ride, but it has been decided that he didn't finish the race at all.

The blue ribbon meet at East End Park, Saturday afternoon, was some-

what in the nature of a "frost," as far as attendance went. The reason is hard to understand, too, as the day was fine and the programme good. There was nothing but local talent, however, and it must be inferred that the people want something better. This pointer will cost the management nothing. Frank Dreher won all the open events hands down. Nels Carlson, "the quad," rode in a couple of races, but got a fall. This so lacerated his feelings, as he thought it was the fault of some one else, that he quit riding. After that the sport was tame, Dreher having everything his own way.

Summaries.

Quarter-mile open—Dreher, first; Ashdown second; Robishaw, third. Time, :44½.

Half-mile, city championship—Dreher, first; Orr, second; Carlson, third. Time, 1:10.

Third-mile open—Dreher, first; Ashdown, second; Robishaw, third. Time, :49½.

Half-mile open—Dreher, first; Robishaw, second; Mackley, third. Time, 1:10½.

Two-thirds-mile open—Dreher, first; Robishaw, second; Fishell, third. Time, 1:40½.

One-mile, city championship—Dreher, first; Orr, second; Bergeron, third. Time 2:30½.

One-mile open—Dreher, first; Robishaw, second; Ashdown, third. Time, 2:53½.

One-mile handicap—Robishaw, 50 yards, first; Mackley, 70 yards, second; Dreher, scratch, third. Time, 2:17.

W. H. C.

"PLUGGER BILL" AT IT AGAIN.

Martin Returns to the Australian Racing
Game—Does a Straightaway Mile
in 1:19 3-5.

Wellington, N. Z., Sept. 18.—Forbes and Hunt, the two New Zealand riders who recently went over to Australia to try their luck on the racing track there, have been scoring very heavily of late, the former having won several good handicaps, while Hunt has managed to appropriate a five-mile scratch race, in which W. Martin, the American, and all the Australian cracks were competing, in addition to which he has won two or three handicap events. The secret of Hunt's win in the scratch race, however, was the oft-repeated story of the real cracks in the race watching each other too closely and letting some of

the comparative "mugs" establish a lead. This is what Hunt and McInnes did, and when it came to a fight the "thoroughbreds" could not get up, the two named being allowed to finish about a hundred yards in front of the bunch, Hunt easily out-sprinting McInnes.

Martin's Straightaway Mile.

A cable message was received from Australia, on Thursday last, stating that "Pluggger Bill" Martin had ridden a straightaway mile on an asphalt track in 1:19 $\frac{3}{4}$, but as yet there are no particulars as to whether he was paced, or whether there was a gale of wind behind him. The Yank is evidently feeling in the best of form after his sojourn at the French convict settlement of New Caledonia, for he has issued a challenge to race any Australian rider over three distances, paced, the distances to be one, five, and ten miles. The only condition William makes is that the rider must be an Australian, and not a visiting foreigner. He has put up a deposit of \$125, and is willing to race for a sum of \$500 or any amount above that.

Martin wanted to take on the two New Zealand riders, Hunt and Forbes, in a five-mile challenge match, but they were not willing. The "Pluggger" proposed that the distance should be five miles, he to ride the full distance and his opponents half that distance each, the race to be paced, and the stake \$1,000 a side.

W. L. Park, of Victoria, won the ten-mile amateur championship of Australasia at the Queensland amateur championship carnival, C. H. New, of New South Wales, being second, and J. A. Smith, of Brisbane, third. Park also won the mile scratch race, Smith being second, and New, third.

The Melbourne Bicycle Club's programme for the next Austral race meeting is now being discussed. It has been decided to allot \$3,600 as

prize money. The programme has not yet been definitely decided upon, but a new feature will likely be introduced in the shape of the Melbourne Bicycle Club Bol d'Or scratch race, which carries a blue riband and badge, and \$10 per week for six months for first man, \$5 for second man, and \$2.40 for third.

The League's Brassard Scheme.

The Victoria League of Wheelmen is considering a scheme for a brassard competition on the lines of the French system. The scheme provides for the winner of the brassard receiving \$5 per day for 180 days, during which period he will have to be prepared to start in every brassard competition (the number suggested is sixteen), failing which he forfeits the medal and all accompanying rights. In addition to the \$5 premium, the final winner of the competition receives a gold medal valued at \$25 and \$275 in cash; the final winner is the rider who holds the medal the greatest number of days in the season.

It will thus be seen that the league proposes to devote \$1,200 to the maintenance of the brassard competition, the revenue for which will be derived from the sale of rights to sports promoters to run races under the brassard competition, \$75 being charged by the league for each permit. All brassard races will be scratch events, the distances to be one, five, and ten miles, and single pacers will be allowed. The competition is to be open only to first-class men, as classified by the league's handicappers. The \$5 premium becomes payable to the winner from the day after winning a brassard. Should a tie result for the final ownership of the medal and the \$275 in cash, the lot will be run for by the parties interested over a distance of five miles, all to go to the winner, save \$25 to the second man. Six clear days (including Sundays) must

elapse between any brassard competition.

The South Australian fifty-mile inter-club race for the loving cup presented by E. C. Stearns & Co. was won by the North Adelaide team, which defeated three other teams and scored 55 points out of a possible 58. The winner, J. C. Baker, covered the distance in 2:50:00.

Reynolds Won by a Fluke.

Harry Reynolds, the Irish champion, and W. Martin, the American, met in a five-mile paced match race at the Sydney carnival, when the Irishman secured an easy though very unsatisfactory victory. The pacing for both competitors was of a wretched order, and Martin fared worse in this respect than his rival. The execrable pacing caused the American to throw the race away in disgust when near the finish, allowing Reynolds to win by half a lap. Martin was in a towering rage, and his fury brought about a sensational incident after the race had concluded.

Just as Martin was passing the grand stand and slowing up, some one hooted him for his action in not fighting out the finish. This was more than the Yankee could stand, and he immediately sprang from his machine, cleared the fence, and proceeded to annihilate a young fellow. But two constables took a hand in the affair, and escorted William to his dressing room. The American was called before the officials to show cause why he should not be disqualified, but what action is to be taken has not yet been decided.

The race needs little description. The competitors were paced by quads, triplets, and tandems. Reynolds took the lead at the start, but was afterward overhauled and the American gained a lead of fifty yards. A good bit of pacing, however, enabled the Irishman to regain his lost ground, and at the bell the American had only two lengths in hand. Mar-

tin's pacers made a fearful bungle of the final change, and so provoked was the American that he sat up in disgust and allowed Reynolds to win as he liked. The crowd was evidently delighted at the Irishman's win.

W. CASTLE.

GOTHAM AND UNIVERSAL LIGHTS.

Mayor Strong. Will Insist Upon Trucks
Carrying Lamps—Batchelder Sails
for Europe.

New York City, Oct. 18.—There is no doubt in the minds of New York cyclists that the universal lights question will be settled in their favor, for Mayor Strong has already refused to sign the ordinance which would permit business wagons to travel without them, and will doubtless call for the enforcement of the universal lights ordinance, which is embodied in the rules of the road as adopted by the board of aldermen, but which the police have failed to put into effect. New York is not the only city struggling with this problem, and the enforcement of the universal lights ordinance in this would be an excellent talking point for the cyclists of other cities to use when arguing their troubles with the law-making bodies.

The mayor had intentions of conferring with the aldermen on Saturday, but was called out of the city. He had refused to sign the ordinance, which would favor trucks and business wagons, although he had thought at first that heavy trucks would hardly require lights. The light wagons, he thought, should carry lights the same as a bicycle and hence his refusal to favor one or the other. It is at least half a victory for the New York consulate of the L. A. W. and the cyclists of the city, and will develop into a full one in a few days.

W. H. Nash, a member of the South Brooklyn Wheelmen, and T. J. Kennedy, an engineering and mining expert, will leave for South America this week to visit a gold mine in

Bolivar, in which both men are interested. Nash is the present manager of Morgan & Wright's eastern branch, and there are rumors that he will incidentally look after rubber interests for the firm while in the southern country, which is known to produce rubber in large quantities.

Batchelder Sails for France.

A. G. Batchelder, the New York state L. A. W. handicapper, left for Europe last week for a six weeks' trip, and while abroad will have a conference with the International Cyclists' Association. The meeting is expected to result in a plan whereby the winners of the amateur and professional mile championships at the international championships to be held in Vienna next year, will be induced to come to this country to compete against the American cracks at the next National meet. Such an arrangement would mean much to the cycle racing sport, and it is hoped that his efforts will prove successful.

Hines' Explanation.

Dixie Hines, the former manager of Frank Starbuck, who has been suspended with that rider for non-payment of some of the pacemakers in Starbuck's race with Lesna, was seen by a Bearings representative last week, and, of course, had something to say regarding the matter. "I admit that some of the pacemakers were not paid, but it is more their fault than ours," said Hines. "After the race with Lesna I told all of them to come to the hotel, and those who obeyed received their pay. Some of them did not appear and now put in their claims. The sum due them is about \$260, and I have expressed my willingness to go a third of it, as I think that Starbuck should stand a share. Chairman Mott has told me Starbuck would stand another third, but Starbuck does not think he should pay any of it. We had a verbal agreement, whereby I was to

take a certain share of the winnings and stand a certain share of the losses. The trouble is, it was a case of all losses. I have stood my share to the tune of over \$2,000, and think it time that Starbuck should lend a hand. Unless he will come forward and stand a third of the present debt I am afraid we shall both have to stand suspension."

Schock's Latest Idea.

Albert Schock, the hero of many six-day races, left for the south last week, where he will prepare for the coming race at the Garden in December. Schock will follow an entirely new course of training set by Senator Morgan, his old-time competitor, and Charles White, the trainer of James J. Corbett. Both of these men think that the development of the upper part of the body as well as the legs is essential to success in the game, and Schock will spend a few weeks chopping down the trees and using the shovel and pick on the homestead of Mr. Morgan in Florida. He will then journey to the Jacksonville track, where he will continue the training on the lower part of his body. Morgan and White both point to the thin arms of Zimmerman, Sanger, McFarland, Stevens, and others as a sign that they have neglected to build up the upper part of their bodies as well as their legs, and are certain that a good pair of arms would increase their speed when it came to the final sprint. This is a fact, for it is known that arms as well as legs are needed in the final effort. The experiences of both men in the athletic game are such that they are in a position to talk freely, and they will endeavor to prove that what they say is correct. Morgan has offered the use of his homestead in Florida to all racing men who desire to train there, and it is not unlikely that next year will see the fast men presenting a better bodily appearance.

Lieut. H. D. Wise has at last suc-

ceeded in establishing a bicycle record from Washington to New York. He has made many efforts, but accidents and weather have been against him. On Friday, he arrived from the capital city at 8.49 a. m., having covered the distance, about 240 miles, in 27:39:00. He was paced by local riders along the route and twice succumbed from weakness. As a soldier in the United States Army, however, it would never do to quit, so the plucky lad kept to the task, and finished almost nine hours ahead of the best previous effort. He is a member of the New York Athletic Club and rode a Spalding wheel, which came through without a break and is now on exhibition at the New York store. AL. REEVES.

CHICAGOANS ARE ACTIVE.

Hoffbauer Creates a New Triple Century Record—League Political Pot Boils Over—Michael in Town.

Chicago, Oct. 20.—The 300-mile road record of 35:48:00, made last week by E. G. Minnemeyer, Jr., has been reduced to 34:34:00 by John A. Hoffbauer, of the Lincoln C. C., who rode three times over the Libertyville-Waukegan century course between seven o'clock Saturday night and six o'clock Monday morning, reducing the previous time by more than an hour. This is claimed to be the second triple century ridden west of the Allegheny mountains. Starting at 7.11 p. m., Saturday, with E. F. Elfers, Hoffbauer completed the first century at 4.20 a. m., Sunday, the time being 9:09:00. After an hour's rest, Hoffbauer started on the second century, accompanied by Otto J. H. Volkman and H. W. Immke, and finished at 2.56 p. m. Refreshed with a bath and rub-down, he started on the third century at 5.17 p. m., and completed it in 9:36:00, finishing at 5.45 Monday morning. He did not seem to be much exhausted by

his hard ride, and says he will go for it again should any one lower his record.

A quiet meeting of the delegates of the Associated Cycling Clubs was held in the Medinah Temple last Monday night. Little business of importance was transacted, but some interesting reports were made regarding the improvement of certain of the city streets, especially concerning the good work done by the joint committee of the L. A. W. and A. C. C., which hope to secure in the next thirty days enough signatures of property holders on State street to insure the repaving of that thoroughfare from the river to Congress street next summer. The Lake View-Clarendon Wheelmen presented a petition asking that the A. C. C. use its influence to have all the clubs of the city insert a clause in their by-laws binding them under penalty of \$50, not to accept as a member any cyclist who has been expelled by any associated club for non-payment of dues.

Better Streets Assured.

The agitation in favor of better street paving has attained to large and effective proportions. Asphalt surfacing seems to be most favored by wheelmen and property holders. The work of repaving Cottage Grove avenue from Thirty-ninth street to Twenty-second will soon be completed. North Clark street is now being torn up preparatory to the laying of asphalt, and the prospects of securing the repaving of LaSalle and Dearborn streets with asphalt in the downtown district within the next year seem excellent. West Side cyclists are also pleased by the report of Alderman Hurt that he has been successful in his effort to induce the city council to sanction the proposed asphaltting of Ashland avenue, between Twelfth and Twenty-second streets.

Plans are on foot in the Illinois

division L. A. W. to have the call for the extra session of the legislature at Springfield include among other measures to be considered a bill for state aid for the improvement of country roads. The bill will be similar to those of the eastern states of which President Potter is the father. The eastern farmers are now said to be well pleased over the prospect of securing good roads in the near future, and the wheelmen who are fostering the proposed state aid law for Illinois are hopeful that the farmers of this state will view the matter in the same liberal light.

"Country people are of the opinion," said a prominent city wheelman, "that we are starting the agitation for good roads for purely selfish reasons. They, however, misjudge our motives. It will be more to their benefit than ours if the public highways are improved. The task of building good roads throughout Illinois is a stupendous one. In my opinion the first step should be to have the leading cities connected by scientifically built highways. After that is accomplished the rest will be easy, as the farmers will see for themselves that it will be to their benefit to have good roads. What they have done in the east we can do in the west, so let us keep up the good fight."

L. A. W. State Politics.

The L. A. W. political pot in the Illinois division is fairly boiling over. Of the three principal division officials there is not one but what is after office again. Chief-Consul Fred Patee, of Peoria, is out for re-election, and so is Secretary-Treasurer George D. Locke, of Jerseyville, but this time they are on opposition tickets. Vice-Consul William H. Arthur is running for the office of chief-consul in opposition to Patee and has Locke for a running mate, with Ben Himrod, of Danville, for vice-consul. Burley B. Ayers, of

Chicago, is running for the office of secretary-treasurer on the Patee ticket, with F. W. Osborne, of Quincy, for vice-consul. There was a strong attempt made by the Patee-Ayers faction to secure the nomination of a Chicago man for vice-consul on their ticket, but they could not get the support of the out-of-town members without dividing the offices with them. There have been accusations galore. Patee accuses Locke of exceeding his appropriation, and Locke accuses Patee of extravagance. There must be truth in one or both of the charges, for the Illinois division is woefully in debt. Ayers, who has assumed the duties of press agent for his faction, makes his chief plea for the re-election of Patee on the grounds that he has gotten the division deeply in debt and should be given a chance to get it out.

A Mud Slinging Campaign.

With Himrod and Osborne yet to hear from, the campaign has been turned into a mud slinging contest. Arthur is the only one of the four leading candidates who has not indulged in this graceless occupation. As far as Chicago is concerned the campaign is doing the L. A. W. a vast deal of harm. The daily papers are filled with the rantings of the candidates, in which Ayers easily leads. The methods of ward politicians are resorted to and prospective members who would join the L. A. W. for the general good of cycling rather than any personal good that might accrue to them are kept from joining by the disgusting campaign methods. Arthur is making a clean canvass as far as he is permitted to do so, and had he a candidate on his ticket against whom no charges could be brought and who would not indulge in the promulgation of charges against his opponent, the two would receive almost the solid Chicago vote. As matters stand the vote is divided, Arthur holding by far the greater

majority, while the same division extends over the entire state in a less marked degree. Even in Patee's own club, the Peoria Bicycle Club, there is the strongest kind of opposition to him. Nevertheless, it appears that he will get the majority of votes outside of Chicago. The result of the election can not be foretold although it would appear to an unbiased onlooker that Arthur has the better prospects at present.

Michael in Town.

Jimmy Michael and Dave Shafer drifted into town last Friday night and settled down for a rest after the summer's hard campaign. Michael says that he will stay in Chicago for some time, and that he will resume training in a week or so with the expectation of racing this winter, provided he can get on matches for indoor tracks. Jimmy was sorry he didn't get the mile and hour records when he was after them, but is confident that he can land them the next time he goes for them. P. B. S.

CHARLES RIVER PARK.

The Racing Season at Boston About to Close—A Successful Year For the Track.

Boston, Mass., Oct. 18.—In cycle racing circles the season of '97 at the Charles River Park has been one of great importance. This track has unquestionably surpassed all others in the country, having held more meets and more match races than any other track. A greater number of records have been broken at the Charles River Park than at any other track in America.

The park has given match racing an impetus and has established multi-cycle paced races in this country. Every rider following the racing path delights to spin around the fine cement oval, and all speak in praiseworthy terms of the kind treatment they receive at the C. R. P. The

Boston public appreciate the Charles River Park, and, considering the large number of race meets that have been held—and many of them in unfavorable weather—the attendance for the season has been very generous.

One More Meet.

The probability is that one more race will be held, and then cycle racing at this track for '97 will close. The match contemplated will be a paced 100-mile race between Gaston Rivierre, "the grand old man" of France; Tom Barnaby, winner of the 100-mile race on Manhattan Beach, the Boston six-day outdoor race, and the recent six-hour race at Bridgeport, and Harry D. Elkes, of Glens Falls, N. Y., who has won distinction in long-distance racing within the last three months.

The first race meet this season was held May 19, under the auspices of the Bostonian Cycle Club, and was the first meet ever held in America by a ladies' bicycle club. At this meet the first race ever run in this country between a sprinter and cycle racer was run off. In the line of novelties many electric light meets have been held, races between horses and bicycle riders, and at several meets the card was similar to a three-ring circus performance.

Records Smashed.

Records have gone to the wall at many of the race meets. The season opened with a new record, the third-mile amateur competition, which E. M. Blake, of Keene, N. H., reduced from :43 to :41½. The next record breaking ride was that of Rudolph Lauriks, who created new amateur unpaced records from 50 to 175 miles. On May 31, Jimmy Michael rode the fastest mile ever reeled off in the east—1:46, paced by a sextet, beating Bald's record of 1:51¾, made the same day at Waltham.

June 5, the Butler brothers, Nat and Frank, lowered the mile competi-

tion tandem professional mark to 1:56. McFarland, the Pacific coast champion, rode from scratch in the half-mile handicap in 1:00 flat, while the world's record was 1:00 $\frac{1}{2}$. In the memorable race, June 17, between Jimmy Michael and Eddie McDuffie new paced competition records were set up from one to fifteen miles. June 24, Eckberg and Casey clipped the mile tandem amateur competition record and June 26, Lauriks set up new amateur unpaced marks from six to fifty miles.

At the July 5 meet Fowler and Reagan from scratch, in the two-mile tandem handicap amateur race, made 4:13 $\frac{1}{2}$, lowering the record of 4:18. E. A. McDuffie, at Charles River Park, put up a new American mile mark of 1:38 $\frac{1}{2}$, which for four days was a world's record and is still the American mile mark. New records have been made in the pursuit races which have been held during the season. In the great international twenty-five-mile match race between Michael, Lesna, and McDuffie, new records were made.

The Six-Day Race.

During the six-day race, the first outdoor event of the kind ever run in this country, new records were made and in fact the racing board of the L. A. W. has a "string of 'em" from Charles River Park. One of the novel races was the multicycle race, in which a tandem took third place, in a contest between a sex, quint, quad, triplet, and tandem. There has been trick and burlesque cycle riding galore. The Charles River Park can boast of having secured all the crack foreign racers first after their arrival in this country. Team races between bicycle clubs and inter-city races have been among the prominent features at the park during the season. It was at the C. R. P. that the announcement was made that Michael would enter competition unpaced races. Motor carriage racing

was another novelty introduced. All the star men on and off the National circuit have raced on the Charles River Park this season.

Among the most exciting races have been the tandem handicaps, both professional and amateur. An amusing feature at one meet was a third mile exhibition by a cycle rider weighing 521 pounds. There have been fat men's races and "struggles" between knights of the high wheel. What has proven crowd-drawing and interesting to lovers of the sport this season is but an inkling compared with what will be on the cards for '98.

G. W. BULL.

BALD SUFFERS DEFEAT.

Atlanta, Ga., Oct. 18.—The Bald-Eaton match aroused a great deal of interest here and was attended by the largest and most enthusiastic crowd of the season. The event was run off in three heats, the first for one mile, the second for two miles, and the third for one mile. Eaton won the toss-up and got the pole in the first heat. In the shove-off he caught the tandem put in to pace, and Bald stuck close to his rear wheel until they entered the homestretch on the bell lap, when Eaton jumped from behind the tandem and led off with a terrific sprint. Bald took a sleigh-ride to the backstretch and then made an effort to pass his opponent but failed. Eaton gained on the last turn but ran wide as he entered the stretch, Bald dropping in on the pole. They finished with Eaton leading by a foot. Time, 2:03 $\frac{3}{4}$.

Bald got the pole and caught the tandem in the start of the second heat, Eaton sticking close to his rear. Entering the stretch in the bell lap, Eaton shot out like a rocket, and Bald went after him in a magnificent burst of speed. Eaton gained a lead of a wheel length but Bald closed with him before they entered the first turn. In the backstretch Bald

slowly passed the "Indoor King," and they came into the homestretch with the champion a trifle in the lead. After a hard fight down the straight they crossed the tape together, Bald having the best of it by three inches. Time, 4:18.

In the third heat, Eaton won the toss-up and caught the pacemakers, to whom he stuck closely until he started the sprint in the homestretch on the bell lap. Bald repeated his tactics in the first heat and closed with Eaton as they entered the last straight, but with a final desperate jump the "Indoor King" landed himself a winner at the tape by twelve inches. Time, 2:06.

The contestants in the eight-cornered race were all local riders, with the exception of Bert Repine and Eli Winesett. The race was run in four one-mile heats, two semi-finals, and a final in which, however, there was but one rider. The men were paired off as follows: Kendall Spier vs. Steinhauer; Russell Walthour vs. Eli Winesett, John Chapman vs. Bruce Gill; Bert Repine vs. A. Elliott.

Steinhauer fell in the first heat and it was run over, Spier winning in 2:15. Winesett won the second heat from Walthour in 2:17. The third heat resulted in an easy victory for Chapman in 2:21, and the fourth was won by Bert Repine in an easy manner in the same time. These heats were single paced but were very slow and the referee placed a time limit of 2:15 on the semi-finals. The first was between Repine and Spier and was won by the former in 2:19½. The referee ordered it run over, but Repine and Spier refused and were disqualified. Chapman won the second semi-final from Winesett in 2:15½ and it was allowed. This left Chapman the only contestant in the final, but the referee told him to go out and ride the distance and be declared the winner. He rode the mile unpaced in 2:18.

The amateur half-mile championship for Atlanta was won by Ben Boatenwriter in 1:11½, with Ed Stallings second; and O. L. Freeman third.

C. A. C. C. ANNUAL ROAD RACE.

Oakland, Cal., Oct. 16.—The sixth annual ten-mile road race of the California Associated Cycling Clubs was run off last Sunday morning over the official course of the association, extending from Fruitvale to Haywards, being a straightaway course. The road was not in good condition. Everything was in confusion for an hour before the start of the race, and an observation car, which was to follow the racers from start to finish, did not arrive at the finish until five minutes after the race had ended. There were eighty-eight starters out of ninety-two entries, and sixty-six finished.

The winner of the race was Fred Boeckmann, a limit man with a handicap of 3:15 and a dark horse entered by the Bay City Wheelmen. He made a splendid ride, overhauling the leading bunch of twenty, a mile from the finish, and taking the lead 200 yards from the tape, opening up three lengths on the best sprinters in the contest at the tape. "Bunt" Smith finished second from the 1:15 mark and won first time prize in 27:32½.

Davidson's Remarkable Ride.

One of the most remarkable rides of the day was that of John Davidson, a one minute man, who worked his way from bunch to bunch and had the limit men well in hand three miles from the finish, when he collided with another rider, the collision resulting in the buckling of his front wheel, which was so badly twisted that it was almost impossible to turn it with the hand. On this wheel he rode for three miles and managed to get eighth place in the final sprint. Many witnesses say that Davidson took fifth place but the officials gave

him the eighth position. The following table shows the positions of the first fifteen men, and their handicaps and net times:

Po.	Name.	Hdcp.	Time.
1	F. G. Boeckmann.....	3:15	29:32
2	C. M. Smith.....	1:15	27:32½
3	W. J. Black.....	1:45	28:03½
4	W. W. Thompson.....	3:00	29:18½
5	P. H. Rosenheim.....	1:30	27:49½
6	George Thorne.....	2:00	28:19½
7	M. G. Francis.....	1:30	27:49½
8	John Davidson.....	1:00	27:34½
9	C. J. Birdsall.....	1:15	27:34½
10	J. W. McGilvray.....	2:45	29:04½
11	A. J. Strei.....	2:15	28:34½
12	R. A. Coulter.....	1:30	27:49½
13	E. H. Ward.....	2:00	28:19½
14	J. E. Wallace.....	1:45	28:06½
15	M. Kielberg.....	3:15	29:37½

S. B. V.

SACRAMENTO WINS THE RELAY.

Reno, Cal., Oct. 16.—More than 2,000 people attended the fifty-mile relay race run off last Monday between the Sacramento team and the local team of amateurs. The Sacramento team won the event, covering the fifty-three and a half miles (the track measures 12.5 feet over the mile), in 2:19:31½, while the ten members of the Reno team finished in 2:20:04. There were ten men in each team and each relay was five miles long, the men being paired off, one from each team, for each relay. Had it not been for accidents the Reno team would have won. In the first relay Snare, for Reno, wrenched his handle-bars loose in the first quarter-mile and was obliged to change wheels twice in the five miles, thereby losing 25¾ seconds to Welch, for Sacramento. Shaver, in the second relay, succeeded in lessening the gap materially, and Thompson, in the third, closed with Shearer, the Sacramento rider, putting the teams once more on even terms.

In the fifth relay, Johnson, representing Reno, collided with his opponent's rear wheel near the end of the fourth mile and fell, giving Tenbosch, of Sacramento, a long lead which Johnson cut down to a quarter of a mile at the end of the relay. This the Reno riders were unable to make

up in the next five relays and Hirsch (Sacramento), finished more than half a minute ahead of Simas, of Reno. Stanley (Reno), made the best five miles, his time being 13:02¼; and Thompson (Reno), made the best individual mile—2:23½.

Summaries.

SACRAMENTO.			RENO.		
Relay.	Name.	Time.	Relay.	Name.	Time.
1	Welch.....	13:39½	1	Snare.....	14:25
2	Riddle.....	13:39½	2	Shaver.....	13:10½
3	Shearer.....	13:27½	3	Thompson.....	13:15
4	Patterson.....	13:28½	4	Man. Simas.....	13:33
5	Ten Bosch.....	13:12	5	Johnson.....	13:34½
6	Hallauer.....	13:28	6	Hamp.....	13:44
7	Payen.....	13:06½	7	Eaton.....	13:11
8	Young.....	13:23	8	Nash, Jhnsn.....	13:42½
9	Smith.....	13:34½	9	Stanley.....	13:02¼
10	Hirsch.....	13:32½	10	M. Simas.....	13:26¼

Time..... 2:19:31½
Distance, 53½ miles.

Time..... 2:20:04

S. B. V.

AUSTRALIAN BRIEFS.

Wellington, N. Z., Sept. 18.—The first hill-climbing competition ever held in New Zealand took place at Christchurch last week, when Holmes, an unknown, won and defeated several cracks of the track. The winner rode a Sterling.

The South Australian Cyclists' Touring Association has completed arrangements with the Ocean Accident & Guarantee Co. whereby its members will be insured against accident while cycling. The subscription to the association is a guinea (\$5), which covers the insurance premium as well. In the case of a fatal accident \$750 will be paid; \$500 for permanent disablement, and one guinea per week for six weeks for temporary disablement.

Walne, the Queensland rider, who commenced racing in July, 1895, has won \$3,500 since that time, his record of places being 28 firsts, 21 seconds, and 13 thirds.

The New Zealand Cyclists' Touring Club, which has just celebrated its first anniversary, has passed the 1,000 mark in membership.

The Victorian railway baggage cars are to be fitted with racks for

carrying bicycles, similar to those in use on many American lines.

W. CASTLE.

FIRE LADDIES RACE.

New York City, Oct. 18.—New York's gallant fire-fighters showed they could ride wheels with as much skill as they can climb ladders, at the race meet of the New York Firemen's Cycle Club, at the Olympic track on Saturday. All the men proved to be possessed of more than ordinary speed, and the contests were interesting to those who were present. The presence of a number of the city officials lent a municipal air to the occasion, while the gaudy costumes of the contestants showed they were fast acquiring the qualities of a circuit chaser.

Summaries.

One-mile, open to sons of firemen only—C. Neidhardt, first; J. F. Sanford, second; James Field, third. Time, 3:31½.

One-mile, for the Sturgis trophy—M. J. Cummings, first; J. Rush, second; J. F. McAree, third. Time, 2:46¾.

Five-mile, for the Sheffield medal—M. J. Cummings, first; J. F. McAree, second; J. Rush, third. Time, 15:06¾.

A. R.

ORR AMONG THE REBELS.

Toronto, Can., Oct. 16.—President George Orr, of the C. W. A., has arrived at Vancouver and is proceeding to straighten matters out in his usual vigorous style. The parties to the quarrel are not in a very pacific mood and the Victoria Club, whose rider was suspended by Chief-Consul Fullerton for riding against racing men not recognized by the C. W. A. or L. A. W., refuses to send any delegates to the meeting convened by President Orr to discuss the situation. Mr. Orr has the fullest authority to act on behalf of the C. W. A. executive and if the contending factions do not speedily come to an arrangement, the president will arrive at the solution of the difficulties himself.

The municipal council of Toronto has at last passed a by-law for the

regulation of wheelmen, but owing to the opposition which was developed against the passing of any foolish enactments, the by-law will be more of a benefit than a detriment. All attempts to limit the speed of riders, or compelling the carrying of bells were unsuccessful. Wheelmen, however, may not ride more than two abreast, and the carrying of children on wheels in front of riders will be prohibited; a by-law will be introduced to give cyclists the absolute right of way over vehicles on that portion of the road between the street car tracks known as the "devil-strip." Altogether the effort to regulate the wheelmen has not been productive of any obnoxious restrictions and should be considered a benefit. W. N. I.

BALD DEFEATS LOUGHEAD.

Memphis, Tenn., Oct. 19.—The Bald-Loughead match races run at the Coliseum last night and tonight attracted a great deal of interest, and Bald, who won both heats, is the hero of the hour. The first heat, run Monday night, was for three miles, and was won by the champion in 6:57¾. The heat tonight was for one mile, and Bald won in 2:08¾, beating out his opponent in the last few yards, and taking the purse offered by the Coliseum company.

P. H. W.

NEW WORLD'S TANDEM RECORD.

London, Oct. 19.—[Special cablegram to Bearings.]—The world's tandem record for 100 miles was broken today at the Crystal Palace by E. James and G. A. Nelson, who covered the distance in 3:26:00.

C. W. H.

PEABODY GOES TO NINETY.

Clinton, Mo., Oct. 19.—Every open event run at the meet of the Artesian City C. C. today was won by Earl W. Peabody, of the Chicago C. C., which brings his list of firsts up to ninety. He won the mile open in 2:38, the

two-mile handicap from scratch in 5:23½, the second mile open in 2:26, and the three heats in the half-mile points race in 1:33, 1:37, and 1:34, respectively. Dan Dougherty, amateur state champion of Missouri, finished a close second in the last three events.

W. P. L.

BANKER MAY RACE AGAIN.

Pittsburg, Pa., Oct. 18.—George Banker, who has not raced since he returned in ill-health from France last summer, is said to be considering the plan of going to France with Zimmerman next winter. Jimmy has signed to race there next year, and has asked Banker to go with him.

H. W. P.

NEW AMATEUR HOUR RECORD.

Buffalo, N. Y., Oct. 19.—A new American hour amateur record was established here today by Ray Duer, of the Parkside Wheeling Club, who covered 23 miles, 1,585 yards in the hour on the Buffalo Athletic field

track, paced by local amateurs on multicycles.

T. W. G.

CYCLE PATH CONTRACT LET.

Minneapolis, Minn., Oct. 18.—The Minneapolis Cycle Path Association has let the contract for a path connecting Minnehaha Falls and Fort Snelling. Work will begin at once. The association met at the Commercial Club last Monday evening and drafted a constitution, the aim of which was not only to furnish a working basis, but also to protect the members of the association against any possible liability, and in this it is thought the committee fully succeeded.

Secretary Wadsworth presented a report showing total collections amounting to nearly \$1,000, a figure which has been passed by this time. A number of the wealthy people of the city gave \$100 each, among them a man who was never on a wheel in his life.

W. P. K.



CIRCUIT IN THE SOUTH

The Private Car Men Put Up Good Racing at Louisville, St. Louis, and
Joplin—Bald Still Leads in Both Tables—Eighty-Six
Wins for Earl Peabody

Joplin, Mo., Oct. 18.—Of course Bald still leads in the percentages of the season. He will lead for a long time to come and will be leading when the season closes, unless the unexpected happens. There is little opportunity of pulling the great White Flyer from his lofty perch. And Bald has earned the position.

Orlando Stevens again regains second position. The rest which Stevens took after the Kalamazoo meeting gave him speed and he is now ready to fight for the second position to the close of the circuit. Stevens was a surprise party this season owing to his poor showing of last season.

Fred Loughhead drops to third place this week. Cooper fell a number of times, but went up in his percentages, owing to his good showing in the races in which he did finish.

Gardiner, Taylor, Newton, Mertens, Nat Butler, and Hoyt follow in about the same positions, some with increased and some with decreased percentages.

The race is not over yet and there is a dark horse coming below the bulb. This is Doctor Brown, the rejuvenated "has been," who has won seven firsts along the circuit extension, and who leads the winners of the circuit since the special train left

Trenton. Brown had been beaten by so many men previous to his present fine form that winnings count for but little at present.

Cooper Crawling Up.

In points, the riders remain about the same in the first three positions, although Cooper is slowly overhauling Gardiner. At the same time, Nat Butler approaches closer and closer to Cooper. Butler's fine work in handicaps has been followed by equally fine work in the opens, and he is now considered one of the most likely men in the circuit scratch races. Butler worked himself out of the 2:05 class when he rode that great handicap at Louisville in 2:01. Stevens has been climbing, too, and Mertens has stayed at the same point, owing to his absence from the circuit after the Peoria meet, at which meet he sprained his thumb.

Brown's work shows in the points table, in which he is coming up gradually. As class races, invitation races, and closed races of any kind, do not count in these tables, the Cleveland man's winnings in such style of contests have not been credited.

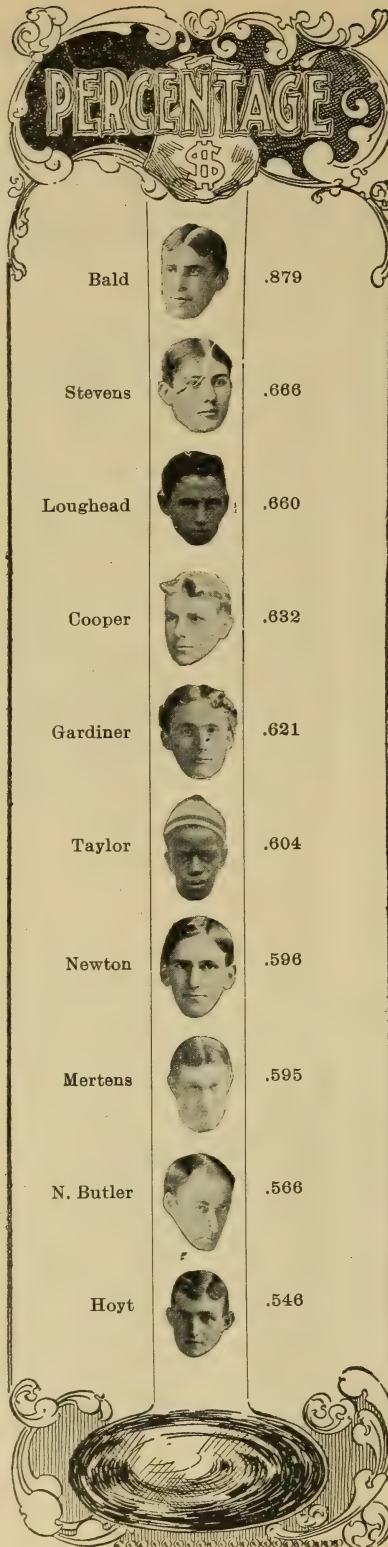
With all the season's work but one man has passed the \$2,000 mark and but three more are past the \$1,000 mark, with the exception of Fred Titus, the winner of the Quill Club Wheelmen's \$2,000 handicap, whose

total points are too low to give him a standing here. The table follows:

Points and Prize Winnings.		
Bald	113	\$2,742.00
Gardiner...	64	1,045.00
Cooper.....	57	1,292.00
Butler, N..	55	1,075.00
Stevens	42	930.00
Mertens	39	907.00
Taylor	34	690.00
McFarland ..	31	960.00
Hoyt	27	495.00
Newton	27	640.00
Kimble	26	628.00
Brown	21	320.00
Coleman	17	460.00
Wells	12	242.00
Steenenson ..	10	175.00

BUTLER'S GREAT HANDICAP RIDE.

Louisville, Ky., Oct. 15.—Nat Butler carried off the honors very decidedly the second and closing night of the National circuit meet at the Auditorium six-lap cement track in this city, and incidentally broke the mile handicap competition record by electric light, lowering it from 2:04 to 2:01, and winning his race from scratch in the most sensational manner possible. He not only lowered the record, but in his great handicap ride he tied the professional competition record made by Gardiner at the national meet in '96 on the Fountain Ferry three-lap track. That great race



was paced by John S. Johnson and Jack Parsons, but Butler, unpaced, rode from scratch tonight and tied that mark by electric light on a track only half the size of old Fountain Ferry.

Butler Rides Unpaced.

Probably no ride of modern cycle history compares with this rush of Butler's. He was alone on scratch. There was not the least wind and the night was most favorable for good work. Hoyt, the two-mile champion, was at 25 yards; Seaton, the Louisville rider, was at 35, and Aker had 45. Davisworth was out at 125, and nine men started altogether. Hoyt is a quick starter, and gained the rear wheel of Seaton, another quick man at getting away. Aker was caught and a gap was opened instead of closed for Butler. The Boston man rode absolutely unpaced for half a mile or more. Meanwhile Baker and others closed with and passed the limit man. Seaton gained the rear of Baker at the bell, and was

considered a winner. Butler was still back but started forward with a rush that carried him up past Baker on the backstretch like a shot out of a gun. Hoyt had caught Butler's rear wheel as he passed, and Seaton quickly dropped his position back of Baker and started after the flying pair. Down the stretch Hoyt managed to close a half length on Butler, and Seaton worked up to Hoyt's rear wheel, Aker going over fourth.

Pandemonium broke loose then. Tom Eck had his watch on the race—had had a watch in each hand, in fact—and he knew the time that had been made. He rose from his chair as though impelled by electric force. "A world's record by three seconds!" shouted the gray-haired veteran of the track who has seen more records broken than any other follower of the game. The regular timers all reported 2:01 and the people shouted themselves hoarse when the time was announced and when the victorious Butler came round to receive his money at the tape just after the finish.

Butler doubled his honors when he took the two-mile open race later on. Cooper gained the tandem pacing, manned by Saunders and Price, and Butler had second position. Coleman, Seaton, Baker, and Wells followed. The first mile went off in 2:03 and the line was still unbroken, with Wells whipsawing on the end. In the rush, after the pacemakers dropped out, Butler moved up to the side of Cooper, and Seaton rounded to the side of Coleman, the four coming close together on the banking. Seaton lost his hold and fell, sparks flying from his wheel as it struck the cement. Butler kept right on coming and Coleman shot past Cooper just rounding into the stretch. Butler, Coleman, Cooper, was the order of the finish, a length apart all around. Wells was fourth close up. The time was 4:11½.

McFarland took the lead at the outset in the half-mile, 1:05 class race, and Wells trailed as usual. On the second lap Wells started around and, gaining the front, opened up two lengths on McFarland. The two closed, and as Wells struck the first bank of the last lap he went wide enough for the lanky one to go by on the pole. On the second bank Wells again swung out and Butler shot by inside. They finished McFarland, Butler, and Wells.

Peabody Loses to Middendorff.

The handicap field was too much for Peabody, and in the mile open he was beaten by Middendorff and Bornwasser. Little Frain, the Memphis boy, took the half-mile race for non-winners previous to '96. He rides and looks much like Jimmy Michael. He is being carefully nurtured by George Quinn, who expects great things of him.

Summaries.

One-mile handicap, professional—Nat Butler, scratch, first; Hoyt, 25 yards, second; Seaton, 35 yards, third. Time, 2:01. World's record.

Half-mile, 1:05 class—McFarland, first; Nat Butler, second; Wells, third. Time, 1:12½.

One-mile open, amateur—Middendorff, first; Bornwasser, second; Peabody, third. Time, 2:21.

Two-mile open, professional—Nat Butler, first; Coleman, second; Cooper, third; Wells, fourth. Time, 4:11½.

AT PADUCAH.

Paducah, Ky., Oct. 15.—Paducah's first National circuit meet was run here today on the new quarter-mile dirt track. The track was in very poor shape, but this was owing to its being new. About 400 people attended the races. All the crack-jacks were present with the exception of Kiser and Bald. Mertens was present but did not ride. The heats of the races were run in the morning. E. S. Aker did some fine riding in his heats, winning in two instances from good fields.

Five men qualified in the professional mile open. The men lined up on the tape, Cooper, McFarland, Wells, Marsh, and Nat Butler in order named. W. M. Randall was

placed in to pace. Cooper caught the pacemaker from the start. Harry Marsh went up on the inside and took the pace away from Cooper. At the bell Randall dropped out. Entering the backstretch, Cooper went to the front, carrying Stevens with him. Coming round on the turn, Stevens slipped, straightened up, and then Cooper slipped and went down. Nat Butler rode over Cooper and also went down. Butler was knocked unconscious and did not recover until he had reached the training quarters. Tom Cooper's shoulder was badly hurt and he could not ride any more the balance of the day. Cooper also injured his kneecap. Stevens won the race by ten lengths from Charlie Wells, who was thirty lengths ahead of Harry Marsh. The time was 2:15.

H. R. Steenson and Charlie Price ran a one-mile match race for a purse of \$100 put up by George S. McLeish. On the last lap, Steenson made a jump and passed Price by surprise. Steenson led all the way across the tape and won out by a few feet. The time was 3:28.

Nearly every racing man had a fall. The track was in poor condition and the banking into the homestretch was cut off short, making it impossible to enter the homestretch in a full sprint without falling.

Summaries.

Half-mile open, professional—A. I. Brown, first; Stevens, second; McLeod, third. Time, 1:13½.

One-mile handicap, amateur—E. L. Thompson, 40 yards, first; Frank Frain, scratch, second; E. W. Peabody, third. Time, 2:16½.

One-mile handicap, professional—McFarland, 10 yards, first; John S. Johnson, 15 yards, second; Watson Coleman, 25 yards, third. Time, 2:18.

One-mile open, amateur—Middendorff, first; Peabody, second; Frain, third. Time, 2:46.

One-mile open, professional—Stevens, first; Wells, second; Marsh, third. Time, 2:15.

Two-mile handicap, amateur—E. W. Peabody, scratch, first; Middendorff, scratch, second; A. W. Clark, 70 yards, third. Time, 4:55.

Two-mile handicap, professional—McLeod, 35 yards, first; Seaton, 60 yards, second; Steenson, 80 yards, third; Hoyt, 35 yards, fourth. Time, 4:41. Wells, Hoyt, Baker, Steenson, and others fell.

AT ST. LOUIS.

St. Louis, Mo., Oct. 16.—The circuit chasers have ridden in this city

on the National circuit for the second time this year. The races were well attended today, the grand stand being crowded to overflowing, although the heavens were clouded overhead and looked very much like rain. All the cracks were present with the exception of Bald and Gardiner. Earl Kiser arrived from Dayton but did not ride. L. D. Cabanne was present at the meet but did not ride. He has given up racing for the present season.

The times in the finals were fast considering the strong wind that was blowing down the backstretch. The heats were all loafs, as no pacemakers were placed in to pace. The riders were not willing to take chances against the heavy wind.

A four-cornered amateur race was run with E. W. Peabody, F. J. Morse, E. P. Maule, and R. F. Buder up. Two singles paced the race. Rounding the last turn, Peabody shot out in his usual good style and led the bunch into the stretch by a length and won out at the tape by a good length. Maule was second, and Buder a close third. The time was 2:13¼. Peabody also won the three-mile handicap amateur from scratch by three lengths from H. A. Canfield, 100 yards, and H. Pearson, 40 yards, third. The time was 7:20.

Summaries.

One-mile invitation race, amateur—E. W. Peabody, first; E. P. Maule, second; R. F. Buder, third; F. J. Morse, fourth. Time, 2:13½.

Three-mile handicap, amateur—E. W. Peabody, scratch, first; H. A. Canfield, 100 yards, second; E. P. Maule, 55 yards, third. Time 7:22.

One-mile open, professional—Doctor Brown, first; O. L. Stevens, second; Willie Coburn, third. Time, 2:11.

Half-mile open, professional—O. L. Stevens, first; Willie Coburn, second; F. A. McFarland, third. Time, 1:02½.

Three-mile handicap, professional—Charles Hadfield, 190 yards, first; F. L. Gast, 300 yards, second; Watson Coleman, 80 yards, third. Time, 6:51½.

AT JOPLIN.

Joplin, Mo., Oct. 18.—The National circuit meet in this city today was attended by 3,000 people, and, together with the fine weather and good racing, made it a grand success. Earl Kiser was present at the meet, but

did not ride. Arthur Gardiner will in all probability join the circuit party at Memphis and continue throughout the circuit. Bald will also be at Memphis.

Earl Peabody won the mile open amateur twice. The first time the time limit was exceeded and the race was run over. Peabody won in both instances by over six lengths. In the run-over, W. H. Inman, of Gold City, Mo., was second, and J. H. White, third. The time was 2:37. This makes eighty-six wins for Peabody. Peabody made a mistake in the count of his wins, which he has corrected, and now has the above number.

The mile open, professional, was a beautiful race. At the bell the pacemaker dropped out. McFarland sprinted with Stevens on his rear wheel. Rounding into the last turn McFarland sat up and Stevens went on the inside, coming into the homestretch first. Doctor Brown, from last position, came round the whole bunch and outrode Stevens in the

stretch, winning by a full length from Stevens.

The mile 2:10 class, professional, was won in a most brilliant manner by H. R. Steenson, who started the sprint on the backstretch and ran away from the field, winning by three lengths and crossing the tape sitting up. A time limit of 2:10 was placed on the race but this time limit could not be equaled on the dirt track with one pacemaker. McLeod beat Coleman out for second place by half a wheel. Aker and Randall also ran. The time was 2:19 $\frac{3}{4}$.

The two-mile handicap, professional, was another victory for Doctor Brown, winning from the 35-yard mark in 4:37.

Summaries.

One-mile open, professional—Brown, first; Stevens, second; Steenson, third; Kimble, fourth. Time, 2:16.

One-mile, 2:10 class, professional—Steenson, first; McLeod, second; Coleman, third. Time, 2:19 $\frac{3}{4}$.

Two-mile handicap, professional—Brown, 35 yards, first; McFarland, 30 yards, second; Hoyt, 45 yards, third; Butler, scratch fourth. Time, 4:37.

One-mile open, amateur—Peabody, first; W. H. Inman, second; White, third. Time, 2:27.

Five-mile handicap, amateur—Percy Wenrick, 500 yards, first; G. S. Every, 500 yards, second. Time, 13:51.

F. ED. SPOONER.



RACING-
MEN'S
QUARTERS

EDITORIAL

NEW LIST PRICE DEDUCTIONS.

There have been deductions and deductions drawn from the new list prices that will prevail during 1898. What Bearings has to say here, however, is not concerning the deductions that will be drawn by consumer or retail dealer nor yet by the genus jobber. It has to do merely with the deductions that are drawn by the manufacturer. The generally accepted list price for the coming season is \$75. This is the price which will be asked the retail purchaser for what will be termed high-grade chain wheels. There will be other wheels which will be called high grade by their makers, which will be listed lower, and there will be chain wheels listed higher. Nevertheless, the trade and the public have already decided that \$75, no more and no less, is the proper figure for really high-grade goods.

Now—with a long pause after the now—what deductions do the makers draw from this list figure? There must be a discount to agents. The latitude between the minimum of possible factory cost and the list price is so reduced that the latitude between the greatest and smallest discount that can be allowed to the agent is immensely cut down. Take the minimum factory cost of a really high-grade wheel, add to it the absolutely necessary office and selling expenses, add to this sum a fair, legitimate profit, and it will be seen that the lowest price at which the wheel can be sold to the agent is so near the list price that the agent who gets the largest discount will not have a great advantage over the one who has the smallest. All this applies to wheels that are substantially as good as can be built, wheels that will add to the reputations of their builders.

Now—with another long pause after the now—is it good business to build such really reliable wheels and to list them at \$75 or is it good business to list them at this maximum of what can possibly be gotten for them and cut down on factory cost, so that the scale of discounts may be more elastic, so that a big margin of profit will be made for bad accounts and left-over goods, a figurative “Pike’s Peak or bust” policy? Will it be good business to save on pedals and rims and saddles and tires, on tubing and connections, and balls and spokes, on traveling men and office help, and designers and mechanics, on advertising, and treatment of agents and replacements? Bearings opines not. Bearings does not believe but it knows that the consumer and the agent will expect and demand just as good an article at \$75 list as he ever had at \$100—and a little better. On this expectation and demand will rest the future business of the firms that are still left with reputations in the bicycle business. Let them leave to the makers of wheels that are sold without reputation, name, or known name-plate to identify them these savings. The American public wants good goods. Buyers have

already been victimized too many times. They are no longer puppies whose eyes are not yet open but sage old dogs who know a good bone when they see it.

**CYCLE SHOWS
ARE NOT
NEEDED.**

The New York Cycle Board of Trade has refused a tempting offer for the use of its name in running a cycle show in New York City. This is the first blood for the National Board of Trade of Cycle Manufacturers and ought to cool the enthusiasm of the professional showmen who think that there is a fortune to be made out of shows and that the cycle manufacturer is an "easy mark" who will contribute liberally to their support. The makers have thoroughly tested the cycle show game, and after seven or eight years of costly experimenting have come to the conclusion that they can get along without shows and sell just as many wheels. There was a time when cycle shows were needed to educate the masses, but that time has passed. Now every one rides a bicycle and is familiar with most of the wheels on the market. Those who are not can be reached through the advertising columns of the press and through the agents who make it their business to let the public know what good wheels they are handling.

The country has had a surfeit of shows, as have also the makers, and the sooner the death knell of the shows run for the individual profit of the promoters is sounded the better will it be for the trade. To keep his end up in the show game the maker is compelled to wait several months before putting out his new models; he must call his traveling men in from the road and put them to work caring for exhibits; he must pay large sums for spaces, and then go to a heavy expense in fitting up his booth so that it will be as fine as his rivals'. By the time he gets through the show season he has wasted valuable time and money, and must hustle around to dispose of his output.

With the show out of the game the maker can plan his next year's campaign, get out his new models and scatter his traveling men over the country to dispose of his goods. By spring his factory is running full force, his output is mostly disposed of, and he knows "where he is at." And he has a larger bank account than if he had chased around to the thousand and one shows trying to educate the people.

The cycle show is doomed, and the sooner the professional showmen are eliminated from the cycle trade, the sooner will the business settle down to a legitimate basis. The national board knew what it was about last spring when it passed the resolution refusing to sanction any more shows, and does not need the aid of outsiders to tell the makers their business.

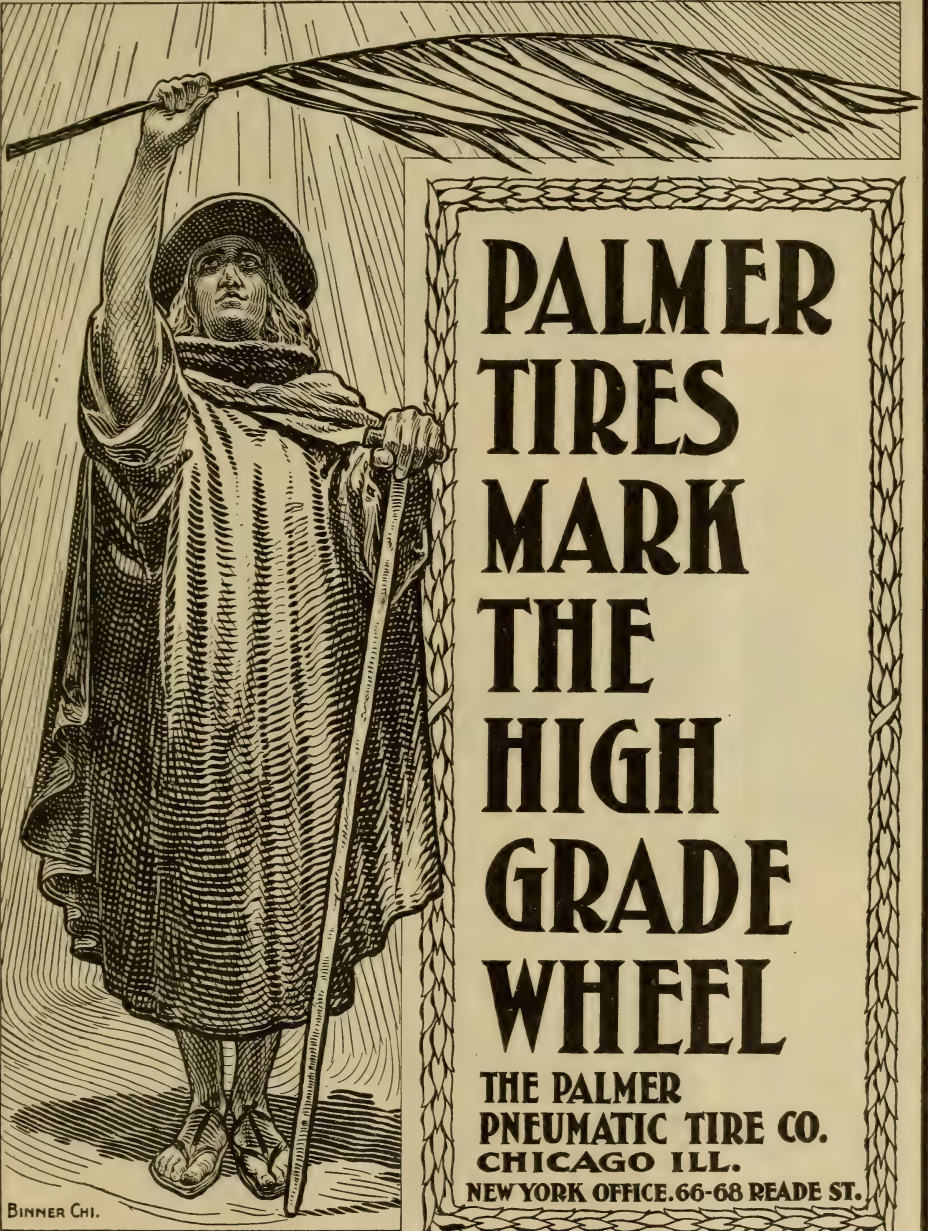
**CYCLING
AND THE
PROPRIETIES.**

It is said that when the bloomer girl first made her appearance in Brittany, a province of France, the children used to cross themselves each time they saw the unknown apparition. Now, the residents of Montgeron, a place in the suburbs of Paris, which is passed by a great number of cyclists every Sunday, have drafted a petition to be presented to the chamber of deputies setting forth that the "cyclists of both sexes wear costumes that are a violation of all decency; that in the hot

weather they go so far as to undress in the shade by the roadside, and do other things which show an equal disregard for public proprieties."

This matter of the proper regard of proprieties and conventional dress awheel is one that has received far too little attention. Almost every small town on the popular cycling routes leading out of the larger cities of the United States have similar complaints to make. Take, for example, Aurora, situated at an angle of the well known triangular Chicago-Elgin-Aurora century course in Illinois. Almost every Sunday morning in the riding season the peace of the quiet little town is rudely disturbed by the appearance of several hundred ill clad, dust begrimed, swearing, and perspiring century fiends, who arrive just about the time the townspeople are going to or coming from church. They include riders of both sexes, whose personal appearance, actions, and interchange of remarks are a positive disgrace to the great army of more respectable persons who delight in the benefits of cycling. They leave the city at the break of day, and after several hours of scorching through midsummer heat and clouds of dust, present a most demoralized appearance. They remove all superfluous and some essential garments, and are apparently utterly indifferent to the sensibilities of those who perforce must see them. This carelessness is observable principally in a class of humanity of whom little better can be expected, but at the same time there are many well-meaning persons who seemingly consider that the riding of a bicycle is sufficient license for the wearing of any kind of costume. Ordinarily neatly clad people too often appear in the parks, on the boulevards, in hotel dining rooms, and among well-dressed assemblages generally, in slovenly outfits, consisting of unwashed sweaters, grease-spotted knickerbockers inadequately upheld by a belt, golf stockings of a most painful pattern and colors, muddy and dust-covered shoes—a tout ensemble, in fact, wholly unfit for the place. This is due entirely to carelessness, and is inexcusable. By the exercise of some care and taste one may be as well and appropriately dressed awheel as anywhere else. And as for a proper observance of the proprieties, no person with any self-respect whatever will imagine for a moment that the riding of a bicycle releases him or her from the ordinary conventionalities required in decent society.





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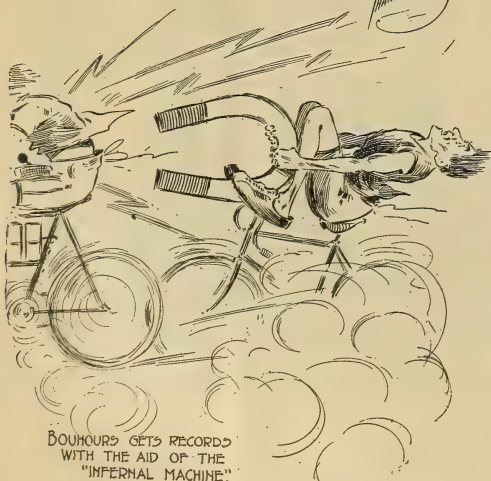
ISN'T HE BALD?
NIT!!

IT IS NAT
DUTLER WITH A
HANDICAP RECORD
OF 2.01

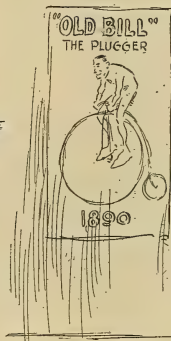
EVENTS OF THE WEEK



LINTON HAD THE
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Our promised announcements have begun. We have other good things coming. It will pay you to continue watching this page.

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TRADE

TRADE LETTERS

A CHAINLESS CLEVELAND.

**The Loziers Will Put One of Superior Merit
on the Market—The High
Pressure Mfg. Co.**

Toledo, Ohio, Oct. 18.—With the direct object in view of bettering its condition in the eastern states and in the New England trade, the Snell Cycle Fittings Co. has opened an office in room J, fourth floor of St. Paul building, New York City, where George E. Curtis will hereafter be installed as eastern representative and where he will have his headquarters. Since the Snell company has more samples out for this season than can be conveniently carried by its travelers, it is to its interests to have an established branch where everything that pertains to the Snell Cycle Fittings Co.—whether it be wheels, parts, or fittings—may be conveniently shown. Secretary J. R. B. Ransom gives out the announcement, which is significant as showing the aggressive policy to be pursued by the company next year for new business. It is of course natural for the Snell company to count upon an appreciable measure of new business and profit out of the new venture, and with Mr. Curtis in absolute charge, the branch will undoubtedly be made a success.

Will Make a Chainless Cleveland.

It is known that Superintendent George A. Burwell, of the Toledo factory of the Lozier group of cycle plants, does not look with favor on the substitution of the chainless for the chain-driven wheel, but it is, nevertheless true that he is just now perfecting a model that will have meritorious construction and easy-running qualities of its own. While it is not possible to announce any of the mechanical features of the proposed new models, it may be stated by way of satisfying trade curiosity that the well-known makers of Cleveland wheels will have a chainless bicycle on the market that they claim will be equal, and in many ways superior, to any that has heretofore been

announced by other companies. Like the majority of mechanical experts, Superintendent Burwell avers that it is impossible to construct a chainless wheel that can be made to run as easy as the chain-driven pattern, but it is assumed that there will be a certain class of people who are always on the lookout for something new and who will want a chainless bicycle. It is the policy of the Lozier company to have Cleveland agents enjoy the reputation of being leaders in their community, and to that end they are preparing something of a surprise in the way of a chainless gear. It is believed by them that much of the present agitation and talk in favor of doing away with the chain emanates from those who have had very unsatisfactory experiences arising through faultily constructed chains and unimproved milled sprocket wheels. With the perfect method of cutting sprockets employed in the Lozier factories and the improved Burwell chain, Cleveland agents are convinced that no chainless bicycle that can be constructed will equal the frictionless qualities of the Cleveland model. Yet, if purchasers want a chainless wheel, the Loziers propose to give it to them.

The High Pressure Mfg. Co.

As soon as the necessary machinery can be secured and placed in position the High Pressure Mfg. Co., a new concern for the manufacture of bicycle sundries, with a \$25,000 capital, will begin making enameling ovens, vulcanizers, brazers, vulcanizing supplies, and cements of every description for mechanical and commercial purposes. The new company is the outgrowth of the recent business venture started by J. E. Bancroft in the old plant of Arlington U. Betts & Co. on Erie street. The new incorporators are Dean V. R. Manley, cashier of the Home Savings bank; John F. Kumler, an eminent attorney of this city; E. P. Hubbell, assistant cashier of the Second National bank; Albert Rosenfeld, manager of the Nelson-Hubbell Bicycle Supply Co., and J. E. Bancroft, who is the inventor of the High Pressure

IT'S A GOOD PLAN TO BE ON THE RIGHT SIDE OF THE MARKET

Jobbers and dealers looking for "good things"
for '98, will find it to their advantage to take
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and Admiral bicycles on exhibition in room 800,
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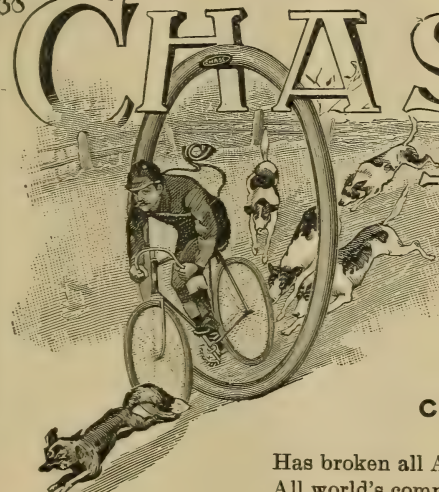
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specialties, and who will be the mechanical head of the institution. It is perhaps due more to the efforts of Mr. Rosenfeld than to any one else that the company is brought to such a successful consummation, and it is known that he will be one of the managing heads of the business. The articles of incorporation were sent to Columbus Saturday by the projectors, and within a few days everything will be in readiness for active work. J. E. Bancroft will superintend operations of the plant, and with his twenty years' experience in this line, he will undoubtedly make it one of the best industries in the cycle field. The plant, as stated, will be in the old Betts building on Erie street, which has been leased. A lease has also been taken of the upper floor of the Smead building on Huron street, between Monroe and Jefferson, which is to be used as a shipping and storage room and for offices. The force will be large, since enough business is already on the books to keep the company actively engaged for several weeks. The traveling staff has already been made up and within a few days will be announced by the company. They will start for their territory about the first of November and perhaps earlier. It is calculated to cover the country as much as possible during the forthcoming season.

Toledo Cycle Supply Co. Purchased.

On Thursday of last week the deal was closed and final papers signed for the purchase of the Toledo Cycle Supply Co., on St. Clair street, and it is announced that the business is to be continued hereafter, with greatly increased facilities, by Messrs. Latimer Thompson, A. A. Barber, and Jess S. Draper. This company has long enjoyed a successful career, but it is the intention of the new projectors to increase its facilities in every way and to handle sundries and fittings from the smallest part of a wheel to the largest. A. A. Barber will continue to manage the business, and, with Mr. Thompson as its official head, the financial end will be well taken care of. Mr. Draper will look after outside business, controlling the salesmen, and will himself go out over Ohio, Indiana, and Michigan.

There will be plenty of capital behind the new company, for Mr. Thompson is known to have abundant resources and practical business requisites. He has never been connected actively with any organization in the cycle industry, but is an ardent wheelman and was one of the originators of the Toledo Cycling Club. Mr. Draper is well known to the trade by his long connection with A. U. Betts & Co., and later with F. W. France & Co. in the sale of Red Cross sundries. Mr. Barber is a practical man and is

thoroughly posted on all matters affecting the sundry line; so that everything points to good business for this industry. Besides representing the Snell Cycle Fittings Co., of Toledo, and handling its line of parts and fittings, the new company will be sole agents in the territory for the Red Cross Rubber & Cement Co., maker of Red Cross sundries; Forsyth Mfg. Co., lamp brackets and wrenches; American Weldless Steel Tube Co., tubing; Indiana Novelty Mfg. Co., Plymouth wood rims and guards; Crown Electric Mfg. Co., chains and pedals; Edward Miller & Co., lamps. The company is about to close several other contracts for representation in this territory, and will carry handle-bars, tires, pedals, bells, lamps, and, in fact, everything pertaining to a wheel. The business is to be continued at 431 St. Clair street under the original name of the Toledo Cycle Supply Co.

Demise of J. T. Southard.

In the death of his father, James Theodore Southard, President Frank E. Southard, of the Toledo Metal Wheel Co., will have the sympathy of the trade everywhere. Mr. Southard, Sr., was another of those sturdy pioneers who have helped to make Toledo the "Future Great," and who have ever been watchful of its interests and mindful of its progress. Mr. Southard was the oldest member of St. Paul's, the leading Methodist Episcopal church of the city, and during his life held several public offices of trust. Out of respect for the funeral obsequies on Saturday afternoon the plant of the Metal Wheel company was shut down, as was also the plant of the Kirk Mfg. Co., of which Mr. Southard is vice president.

During the week the Wood Mfg. Co., makers of the La Fave adjustable clips and handle-bars, sent a shipment of '98 goods to San Francisco, and is just now working on a large order to be sent a New York house for export. In addition to the extensive line of handle-bars placed on the market last season, the Wood company will make several more and vastly different patterns. One of these will be a wood bar that is equally handsome when upturned or downturned, and which is expected to have a large sale. Mr. Wood is counting on a heavy business in '98.

Ed. Eager Heard From.

In a personal letter written from the top of the Eiffel tower, 950 feet above the earth, the irrepressible Ed. G. Eager sent the compliments of himself and of Messrs. Bertram, Chandler, and Van Zandt, of Cleveland fame, to the trade and to his friends in Toledo. As already announced in these columns, Mr. Eager's trip abroad was in the interests of F. W. France & Co. and the

Red Cross sundries. His trip took him from Paris to London and on to Birmingham, sailing about the 10th or 12th instant for America. Mr. Eager met Samuel Snell and Ben Pratt in London and also called on Edward Warwick in Birmingham. His letter, however, did not include any mention of the important mission upon which himself and the Cleveland parties were sent.

Yale Plant Running Full Time.

There is an air of unusual activity about the Yale plant just now and it is noticeable that fork-sides are being turned out by the Kirk people in great quantities. As the company's plant is well adapted for the successful development of this feature of the business, it is imperative that a large force be employed, and the factory is run ten full hours a day. September results were indeed gratifying to the company, and it is announced that between 500 and 600 wheels were sent out. Much preliminary work is also being done on the '98 season. General-Manager E. E. Kirk left last week for Montreal and from there was to go to New York and return by way of Baltimore and Philadelphia. The Yale wheel will be seen in many new fields next year.

Will Push Boice Tires and Saddles.

John R. Boice will be in the field again next season with the Boice saddle and Boice puncture-proof tire, and it is his intention to extend his business in every direction and to be more aggressive in his policy for the year. There is a constant flow of testimonials and recommendations, especially for the meritorious construction of the Boice tire, and in one of the communications received last week a Boice enthusiast told how he had ridden his wheel through a cactus field and over the cactus plants without puncturing. Another indorsement for the tire came from R. G. Long, of Jamestown, North Dakota, who says: "By actual test (coasting), the Boice tire is as resilient as the others, and whereas I sometimes had to walk when I had other tires, on account of punctures, I now ride. I have ridden your tires now about four months without puncturing, and have run over glass—in fact, never turn out for anything. In my opinion you can not recommend your tires too highly."

Combination Saddle and Tool-Bag.

Since the close of the '97 season, the official heads of the Truman plant have been rather secretive with regard to the new models for next year. Col. T. B. Terry shattered the ice today, however, when he announced one of the talking points for the '98 Truman wheel. This will be nothing

more nor less than a combination saddle and tool-bag, fitted with a spring seat-post. Three thousand of these saddles will be made for use on Truman cycles and it is given out officially by Colonel Terry that the product will be made right here in Toledo. Beyond this he will say nothing, though admitting that the device would require the establishment of a new industry. Mr. Terry will of course have a prominent connection with this industry, though beyond this admission he will give out nothing for publication. The saddle is to be used on all models turned out by the Truman company, and in time will be sold to the trade, or to any other cycle industry that may see fit to adopt it. The advantages claimed for the device are many and practical. One of these is that the present tool-bags scar the frame, scratch the enamel, and are unsightly, not to say anything of the noise and rattle. This will, of course, be done away with by the new device. By the new arrangement the tools are in a proper receptacle under the seat and are thus hidden from view. Colonel Terry announces that a patent has been granted on the device and that there is now a well fortified organization, practically completed, that will manufacture it extensively. In a few days the organization of the company will be fully announced, and it will also be possible, within a fortnight, perhaps, to give out an illustration and mechanical description of the new device. VANCE PRATHER.

CLOSING UP SHOP.

Cleveland Retail Dealers Looking for Side Lines for the Winter—New Features for '98.

Cleveland, Ohio, Oct. 18.—The small dealer is closing up shop and his season is over. Some of the larger ones, too, are talking about reducing expenses by either getting into smaller quarters or putting in side lines to weather them over into another season. Bard & Merrills, the leading South Side dealers, have closed up entirely. They made a leader of the Trinity, with which they did a good business, and also handled the Fowler and some cheaper grades. The same lines will probably be handled next season.

Collister & Sayle do a large business in sporting goods—in fact, this is the only first-class house in town of that character. In addition to this, they have added a line of gas and oil heating stoves.

H. P. Hotchkiss, who handles the Cleveland exclusively at 2217 Euclid avenue, is adding a hardware stock, while O. P. Demars, his neighbor across the street, the

East End agent for the White, is turning his salesroom into a billiard room for the winter months. These are only a few samples, but side lines are being put in almost invariably, all down the line.

The Kohl Brake.

Edward Kohl, of Kohl Brothers, bicycle dealers at 1025 Pearl street, is the inventor and patentee of an adjustable handle-bar for which he claims many advantages. The method of adjustment is by a pin fastened upon each side of the bar proper which fits into holes punched into a flat oval piece of metal, about $1\frac{1}{2}$ inches wide, which forms the top of the stem. The two arms are fastened to the oval plate with a bolt and a lock nut in the rear. In addition to this device, which affords many different changes of position, the stem is also jointed so that the bar can be tilted forward or back at the will of the rider. This bar has been in actual use for the past two months, and is well spoken of by those who have tried it.

The Cleveland Bending Works.

Among the successful concerns engaged in the manufacture of wood rims for bicycles is the Cleveland Bending Works, with offices at 190 Superior street, this city, and works at Olmstead Falls, Ohio. This company turned out its first rims in '95 and may therefore be considered almost as pioneers in the industry, but, as one of the company's officers expressed it, it has taken the company all this time to learn what was the proper material of which to make a wood rim and to properly fill it for finishing after it was made. In '95 the company supplied rims for but two bicycle factories. The following year the business increased; improved still further another year and today enough contracts have already been closed for '98 business to totally eclipse all the former years put together. The rim made is of the one-piece variety, joined together with a tongue groove with a lap, which the company claims is the strongest and most simple form of construction. As to material, it has experimented largely with rock-elm, ash, maple, and has settled upon the latter to be used exclusively for its output for next year. "We found it uphill work to overcome the prejudice against this wood," said its representative, "but we have finally succeeded better even than we hoped for."

A point is made of the fine finish of its work; rims in imitations of various hard woods are finished in colored enamels, being specialties.

A Bicycle Boat.

A patent for a bicycle boat has recently

been granted to Harry White, son of the Hon. W. J. White. The boat is to be 30 feet long and 3 feet wide, and will accommodate at least six persons, so the inventor says. It is propelled upon the same principle as the bicycle, a screw taking the place of the wheels. The saddles and gear are all below the surface of the water, insuring perfect safety as the boat can not readily be overturned. The estimated speed is twenty miles an hour in smooth water, but with favorable conditions an even greater speed may be obtained.

The Hoffman family for '98 will embrace seven models, including two tandems and there will be three grades. The highest grade will probably list at \$100, but the price has not yet been decided upon for the other machines. The company will not build a chainless model. The tool rooms are at present the only really busy parts of the plant, but things are expected to be well under way in about a week. A downtown salesroom will be a new feature to help along next year's retail business. This will be established by February 1.

Will Make Bicycle Specialties.

The Crown Mfg. Co. is the title of a recently incorporated concern which is to manufacture bicycle specialties. The incorporators are J. L. Arthur, A. L. Austin, A. H. Leece, Martin W. Saunders, and P. R. Crawford, well-known business men of this city, and J. B. Gillespie of East Liverpool, Ohio, and the capital stock is \$50,000. The leading product of the company at present will be a brake which is the invention of Mr. Gillespie. It is operated by back-pedaling, which results in an automatic chain pressure upon a rubber pad or roller. Its weight is merely nominal (about six ounces) and it is not unsightly. It can be readily attached to any wheel and, having no connection with the tire, is entirely free from the objections found with tire wearing brakes. The location of the company's plant will be at 1 to 9 Cooper street, with offices at 531 Society for Savings. The officers are as follows: B. A. Stewart, president; M. W. Saunders, vice-president; A. H. Leece, secretary; P. R. Crawford, treasurer and J. B. Gillespie, superintendent.

Hoffman's Brake.

Another brake for bicycles is the recent invention of John W. Hoffman, superintendent of the Hoffman factory. It is also of the back-pedaling variety, but is said to be different from anything of the kind yet before the public. It operates on the rear sprocket and hub, and only requires the crank to swing backward through an arc of three degrees to accomplish the end sought.

It is light and simple, and operates under the slightest pressure. No alteration in the width of hub is required in fitting the device, and the additional cost to manufacturers is estimated at only about thirty-five cents. Mr. Hoffman's address is 1764 Superior street, and correspondence from parties interested is solicited.

W. A. Neff, formerly of this city, but now representative of the Peerless Mfg. Co. in all territory east of Buffalo, has been at the factory the past week waiting for his '98 models. The Peerless company will have three grades of wheels upon the market the coming season, but prices are not yet announced. Superintendent Fewsmith says that he intends getting into the game with both feet next season, and that additions to the factory are to be built to increase the output.

Frank Skinner, who has been with the Gormully & Jeffery Mfg. Co.'s branch in this city since it was opened, has just been promoted to its management. C. A. Boyle has returned to Chicago to resume his former duties with the company.

W. H. C.

NEW MODELS IN ROCHESTER.

Samples of the '98 Andrae, Hoffman, and North King on Exhibition—Sager Saddles.

Rochester, N. Y., Oct. 16.—The 1898 model of the Andrae accompanied J. G. Schmidt-bauer to this city this week and was shown to the local agent, J. J. Mandery. Several changes are noticeable in the wheel. The lower rear forks join into a yoke where the brace usually is, but the upper forks remain the same as this year. Either single or double fork-crowns are furnished at the option of the purchaser. The single fork-crown is of the arched variety, the fork-sides being one continuous piece of tubing all the way around. Fauber cranks are used, and there is also a new method of chain adjustment. The wheel base is an inch longer than this year's model, being 43 inches.

The '98 Hoffman.

The 1898 Hoffman has also been in the city. There are a number of changes in this wheel. Flush joints are used, a departure from last year. The arrangement for fastening the right-hand crank to the axle is changed somewhat in operation, although that part of the wheel retains about the same appearance that it has this year. A wrench is not necessary to take the crank mechanism apart in the new model. A new device, found alone on the Hoffman, is used on the wheel to fasten the handle-bars. Any size stem that can be

inserted in the head can be fastened so that it will not turn. Some slight changes are made in the rear forks. In the lower forks both sides are offset. The upper rear forks are of the yoke pattern.

The North King.

Northway & Kingsbury, makers of the North King, have finally decided on all the important changes in their 1898 wheels and the new model is now in the course of construction. Flush joints are used throughout. An arched fork-crown, instead of double, is used in the new wheel. The fork-sides are one continuous piece of tapered swaged tubing. The Fauber cranks are used and the new model is a beauty. Diamond shaped cranks have replaced the round. The sprocket is hardly dished quite as much as the one now in use. The gear is easily changeable by removing the rim from the spider, to which it is attached by four bolts and nuts. Tubing of the same size as this year is used. The diameter of the tubing in the head has been increased to 1¼ inches. The lines will be about the same as in this year's model. In the rear forks, both upper and lower, D shaped tubing is used until it clears the tire when round is used. Two grades of wheel will be manufactured.

Negotiations are now on with a competent man to take charge of Northway & Kingsbury's factory, as the presence of both members of the firm is taken up too much in the business department for them to properly oversee the rapidly increasing factory. T. J. Northway is the mechanical man of the firm and has designed all the models that so far have been built by the firm.

News From Eager.

A Bearings representative called on F. W. France at the Red Cross Rubber & Cement Co.'s works yesterday and received the intelligence that word had been received from Ed Eager, who is representing the country in Europe, that he had satisfactorily closed his trip, having secured first-class representation on the other side and a good supplying depot. Mr. France expects Mr. Eager back in the course of a week or so with fuller details of the arrangement he has completed. More orders are being received daily at the Red Cross works and there is evidently a season of great activity ahead of the company. The entire force is not working yet, but soon will be.

Sager Saddle Samples Ready.

All of the salesmen employed by the Sager Mfg. Co. are out on the road with the 1898 line of samples. The line is very extensive, as the Sager line always is, and embraces almost every known construction

that could be desired. Business for the company has been satisfactory during the last month, being double the amount of business done in the corresponding month of last year. Bearings' representative saw orders at the Sager office from France amounting to between 1,500 and 2,000 saddles. Foreign trade has been exceptionally good with them, and orders are very frequently being filled from European countries. S. Wiener, of Zwolle, Holland, a dealer in that place who has handled Sager goods extensively, called at the factory of the Sager company recently. He is in this country for the purpose of closing contracts for the handling of American goods in his native country.

Frederick Zoller, treasurer of the Sager Mfg. Co., will soon sever his connection with the company in part, leaving it to take charge of the Union Trust Co., as manager. The Union Trust Co. does a general banking business. Mr. Zoller will retain his interest in the Sager company and also his position as treasurer.

Hall-Shone Mud Guards.

The Hall-Shone Co., of this city, has recently been granted patents on an improved mud guard, which will take the place of the ones formerly manufactured by this company, but which are out of date in view of the general excellence and adaptability of the one on the market. The guard is very neat in appearance on the wheel and weighs but nine ounces. It can be quickly attached or detached, but is adapted to remain on the wheel. This is especially true of the rear guard, which, by a simple swinging-arm device in connection with a spring roller, can be rolled up compactly out of the way in dry weather and extended for use in wet, either operation being easily made by a simple one-hand adjustment on the part of the rider. The set sells at \$2.

N. E. COOK.

GROWTH OF AMERICAN IMPORTS.

Custom House Statistics of New Zealand Show a Gratifying Increase From No Shipments in '94 to 262 Wheels per Week in '97.

Wellington, N. Z., Sept. 18.—Any information of a statistical character dealing with the number of American machines imported into New Zealand must necessarily be somewhat inaccurate, owing to the fact that in some instances the wheels are forwarded to this colony from English depots, and are therefore invariably passed through the customs departments as English imports, or imports from England, without anything to show that they are manufac-

tured in the United States. I have previously stated that it is my own belief, from a close observation, that American wheels sell quite as frequently in these parts as do the English mounts, at the present time. In fact, as far as this particular city is concerned, if Canadian wheels are brought within the calculations, it is no rash statement to say that there are more American than English machines being sold. But if the customs returns only are relied upon, the value of the imports from America is very insignificant compared with John Bull's share. Moreover, many of the large American manufacturers have distributing houses in Australia for the whole of Australasia, and consequently many of the American wheels coming to New Zealand are shipped from the Australian houses. The figures which I shall give below will show this very clearly. In 1894 we imported no wheels from Yankeeland according to the customs statement, which is as follows:

	No. imported.	Value.
United Kingdom.....	805	\$49,510
Victoria.....	257	17,075
New South Wales.....	2	155
Fiji.....	1	10
Germany.....	15	940
	1,080	\$67,690

America Makes a Small Start.

But the following year America made a start in a small way with fifty-six machines shipped to New Zealand direct from American ports. The complete figures are:

	No. imported.	Value.
United Kingdom.....	1,374	\$79,460
Victoria.....	329	18,605
New South Wales.....	10	485
Holland.....	1	55
U. S. A., East coast.....	32	1,720
U. S. A., West coast.....	24	1,175
	1,770	\$101,500

The year 1896 saw a big jump in the number of machines imported, the increase in number and value being nearly treble that of the preceding year; thus:

	No. imported.	Value.
United Kingdom.....	3,580	\$201,450
Victoria.....	319	21,565
New South Wales.....	183	12,465
Tasmania.....	1	40
France.....	5	285
Germany.....	8	345
U. S. A., East coast.....	301	17,995
U. S. A., West coast.....	704	39,665
	5,101	\$293,810

Of the above total of 1,005 machines imported from America by New Zealand last year, no fewer than 437 came to Wellington, the value of which amounted to \$25,010.

Big Year for American Parts.

In 1895, the value of material imported exceeded that of the machines imported. In that year the manufacturing business was at its height in the colony. Since then

manufacturing has given way very extensively to that of importing the machines complete, although there are still a few colonial-made wheels turned out. The following shows the value of the material imported:

	Value.
United Kingdom	\$94,175
Victoria	29,075
New South Wales	2,120
Germany	345
Tasmania	55
U. S. A., East coast	15,780
U. S. A., West coast	270
	\$141,820

It is here worthy of note that the bulk of the wheels and material shipped to New Zealand from America in 1895 came by way of the eastern ports, but last year shows the western port in the lead.

Will Be the Banner Year.

The importations for the year 1897, judging by the returns for the first three months of the period, will leave all previous records very much in the rear. During the three months from January 1 to March 31 last, the average number of machines imported into New Zealand from all sources was 262 a week, in addition to which bicycle material to the value of \$6,935 was imported per week. Of the above total, this city alone averaged 104 machines per week, while the weekly average of material amounted to \$1,394.

The fact that the Vancouver line of steamers now call at Wellington on their way to and from America will no doubt divert much of the carriage in wheels that has hitherto found its way to New Zealand from America by way of England. Importers state that the cost of carriage of wheels from the United States via England is considerably less than that by direct steamer. The competition of the Vancouver mail steamers will doubtless bring about a reduction in freight charges, and as there is no question as to the improved facilities these and the San Francisco steamers afford, importers in these parts should be better served, and the direct trade with America increased.

Americans Will Exhibit at Christchurch.

Agents for American machines in New Zealand intend making a good display at the Metropolitan cycle show, at Christchurch, in November next. Wilkins & Field of this city are importing a special shipment of Daytons for exhibition purposes.

The Sydney Cycle Co., of George street, has taken up an agency for the Stearns. S. G. Chapman, who was in Australia some weeks ago superintending the business of

E. C. Stearns & Co., has not yet come to New Zealand. W. CASTLE.

ENGLISH TRADE NOTES.

Reserve Funds Being Added to by Most of the Makers—Simpson Chain Co. Reorganized.

London, Oct. 9.—With the general making up of the balance sheets, the trade was never-so good air which not a few of the manufacturers have seen fit to adopt when the first rumors of a slump were made public is being considerably modified, and it is now generally admitted that, although there is no cause for alarm, yet it is as well to be prepared for the worst, since the trading has not come up to expectations. Mr. Bettman, of the Triumph Cycle Co., has been interviewed by the representative of Wheeling, and has stated that, in his opinion, it behooves the trade to be careful, and to carry forward as much as possible to the reserve funds, with a view of consolidating businesses and equalizing dividends during any coming seasons of depression. Mr. Bettman is not alone in his view of the position, and the few companies which are able to pay large dividends are not doing so, but are holding back until some idea of the prospects of next year's trading can be ascertained. On the other hand, there are reports to the effect that large orders for early delivery next year are being taken by certain firms, but one can hardly see how this can well be, having regard to the fact that several houses are dreadfully overstocked, and are taking down and re-enameling and replating machines in order to keep their men employed and to render the stock more salable. I am wondering whether this stock will be valued in the balance sheets at its cost price, or whether there will be any special allowance for depreciation and change of patterns. Next year will undoubtedly see a change in the existing type of machine, for the 1898 cycles will in many instances have much longer wheel bases than formerly.

W. S. Simpson's new gear turns out to be simply the ordinary bevel arrangement, with the usual amount of additional friction for which Mr. Simpson has already made such a reputation. Between the ordinary bevel wheels Mr. Simpson inserts two small spur wheels, through which the power is transmitted. Just exactly what these wheels do in the utility line is known only to the inventor.

By the way, the meeting of the Simpson Chain Co., Ltd., accepted E. T. Hooley's offer to buy back the concern at half cost and no doubt the shareholders look upon

the matter as a case of half a loaf being better than no bread. Walter Phillips, late works manager of Messrs. Humber & Co.'s Coventry factory, is to take over the control of the newly constructed Simpson company, and it is worthy of note that the firm will manufacture cycles other than those fitted with the chain. That contrivance will be discretely dropped as time goes on, and if you will refer to back numbers of Bearings, you will see that I predicted some considerable time ago that this is exactly what would happen. I can not think that Mr. Phillips believes in the chain, although he certainly went out of his way to find good in the defunct Boudard gear, and evolved a truly marvelous theory as to why it should yield better results than ordinary chain gearing. Since that time, he has probably been wondering why the public did not go in largely for the gear, but as the contrivance was manufactured at the Coventry factory to order, it may be that Mr. Phillips was slightly prejudiced in its favor. Now, however, when his new company will make cycles of the ordinary pattern, there will be no reason for the manager to go deeply into the reasons for the chain giving more power, and so he will not commit himself again.

Although cycle companies are apt to fall flat just now, there are some promoters who pin their faith upon the stupidity of the public. For instance, this week the prospectus of Groll's Brake Holder Co., Ltd., has been issued. It is noticeable, however, that the capitals asked for are much smaller than they used to be, and the particular concern under notice is to have the "moderate" capital of \$50,000. Personally I do not think that it will in the end get anything like that amount. As a cycling paper remarks this week, the company "is not to be recommended for widows and orphans to invest in."

Stockholders Are "Easy."

Some criticism has been passed upon the fact that it seems possible to do anything with the shareholders at a company meeting. For instance, one never seems to get any farther than the appointment of a committee to investigate matters. At the Cycle Manufacturers' Tube Co.'s meeting this course was adopted, but I do not suppose that we shall ever hear much of the committee's labors. When the decidedly unsatisfactory balance sheet and report of Humber & Co. (Russia) Ltd., was issued to the shareholders, a committee was formed. That was months ago, but the shareholders have not yet had any report from the said committee, and it does not seem at all likely that they will.

There is great trouble on the Birmingham Stock Exchange, owing to some transactions in the shares of the James Cycle Co., Ltd. When the concern was floated, it was thought that the shares would soon go to a substantial premium, as the capital was comparatively small, and the business a fairly sound one. Instead of this coming to pass, the shares receded, and it was subsequently discovered that the bears had been at work. Mr. James took sharp action in the matter, and sent out a circular to the shareholders explaining the position, and asking them not to sell. He was well supported, and, as a result, the bears have been "landed." Now a special settlement has been applied for, and notwithstanding that all the documents are in proper order, the Birmingham Exchange committee has not yet appointed a settling day. It is stated very freely that the members of the committee are postponing the date in order to give the bears a chance, and if this be the case, the Birmingham Stock Exchange will no longer retain the confidence of the public. The Birmingham Daily Mail has taken up the question most strongly, and it will be interesting to see what the committee will do. Meanwhile the shares in the James Cycle Co., Ltd., stand at \$20, which is a high price for \$5 shares, especially in a company which, although a sound undertaking, has not the name with the public possessed by many equally sound concerns, the shares in which are quoted much lower.

Agents Are "Sore."

The action of the Rudge-Whitworth Co., Ltd., in suddenly reducing its prices to the public is, I hear, having a considerable influence over the orders which the company is likely to obtain from the agents. Naturally a man who has paid for a stock of machines at a certain discount off a certain fixed list, is not likely to deal again with a firm which suddenly cuts that fixed list completely away. He is afraid that he might be holding stock, and as one agent remarked to me the other day, "How is there any certainty as to what the firm will do next?" I should say that the directors may yet have cause to regret their so-called smart move, good advertisement as it undoubtedly was at the time. After all, a great deal of the trade is in the hands of the agents, and it would not pay for a large firm to deal with the public direct. The agent saves them the hundred and one little worries; he adjusts the machine to suit the purchaser, and sees to any little grievance, whereas the cycle would be returned again and again to the factory in many cases,

were it sold direct. There can be no doubt that the agent is worthy of his commission.
C. W. BROWN.

CINCINNATI AFFAIRS.

Makers and Dealers Planning for Next Year—
The Alms & Doepke
Co. Busy.

Cincinnati, Ohio, Oct. 18.—The Alms & Doepke Co., makers of the Cable, is filling an order for 500 bicycles. The order will be ready for delivery next month and the company expects to obtain an additional order of 500 bicycles from this same company when the present order is delivered. The company purchased 2,000 sets of the Hall Moore roller sprockets and chains during the past season and has decided to equip the high-grade model of the Cable next year with this patent roller sprocket and chain as it has proven to be a strong talking point.

The Schlueter Cycle Mfg. Co. is engaged in the manufacture of bicycle machinery and placing orders for material for next season's output. There will be no radical changes in the '98 models of the Norwood. The Schlueter company is sparing no expense in obtaining its full share of the '98 business in the foreign markets. A traveling representative of the company has been in Europe for considerably over a month and his reports are very encouraging.

The first '98 model to be seen in this city was that of the Hanauer, manufactured by the Chas. Hanauer Cycle Co. This model was placed upon the floor last Friday to be used as a sample, but it had not remained in place but a few hours before it was sold. The remaining models of the Hanauer will be built in three grades next year, and will be ready for inspection in a couple of weeks.

The Queen City Forging Co. is pushing a patent crank-hanger which the company expects will be a very marketable article next season. The company will do considerable advertising, and when the hanger is once seen its merits will commend itself to the trade. The Queen City company is also a large manufacturer of bicycle machinery.

The Cincinnati Milling Machine Co. is at present located on Spring Grove avenue, and has been doing a large business in bicycles and bicycle supplies. The company is just at present experiencing a very busy season in bicycle machinery.

Wm. Hulvershon & Co. succeeded in disposing of all the effects of the company last week, and the store on Race street is now closed. This firm succeeded

Hulvershon & Fay, which dissolved last month, and which were agents for the Outing and Olive, in addition to having a large repair department. The company had intended leaving the trade for some little time, but had only succeeded in disposing of its stock last week.

Charles O. Hall, president of the Hall-Moore Mfg. Co., has just returned from an extensive business trip. The Hall-Moore company manufactures the Brown's patent roller sprocket and chain, and through its president the company booked many good contracts for '98. The largest were with Spalding & Bros., the Tinkham Bicycle company, and the Alms & Doepke Co. The high-grade wheels of these factories will be equipped with roller sprockets and chains.

The local cycle board of trade, at a meeting held last Friday, received a report from the secretary and treasurer as to the financial condition of the organization. The dealers gave many race meets during the past season and after paying all outstanding accounts the organization will be about even. The cycle board of trade also decided to have another cycle show next spring and appointed a committee of five of the largest dealers to select the location and time of holding the show. This committee will report at the next meeting of the cycle board of trade.

J. H. Warner, representing R. H. Wolff & Co., makers of the Wolff-American, spent last week among the dealers locating a Cincinnati agent. The National Bicycle Co., the former local agent for the Wolff-American, left the trade several months ago. Mr. Warner was a spectator of Sidwell's attempts against time at the Chester Park track. Sidwell rides a Wolff-American.

Harry M. Millward, assistant manager of the local branch of the Rambler, will travel through Ohio, Indiana, and Kentucky about the first of the month. At that date the '98 models of the Rambler will be on hand and Mr. Millward feels confident of placing many orders. He has been connected with the Gormully & Jeffery Co. for many years.

C. F. W.

HINTS FOR MANUFACTURERS.

American Consuls in Europe Give Some Pointers on How to Catch the Continental Trade.

Washington, D. C., Oct. 15.—The State Department has just received the annual reports of two United States consuls in Europe that contain considerable matter of importance to American manufacturers.

In commenting on the trade of the United States with Switzerland during last year,

Consul Germain, at Zurich, says the imports of bicycles show a considerable increase. They are securing a better foothold, and, little by little, are gaining ground, to the detriment of other foreign competition. If our people will continue their efforts, keep up the grades, and give full values, it is, in the opinion of the consul, only a matter of time when America will get her full share and more of the Swiss trade.

The consul says a good demand sprang up during last year, and especially during the first six months of the present year, for American bicycles, \$8,510 worth having been imported in 1896. He predicts that the year 1897 will show a great increase, probably double or more. He says American bicycles have come to stay; their finish and lightness help their sale, and a bicycle dealer in Switzerland is not "in it" any more if he does not carry a line of American wheels. Two years ago American bicycles could not be found on sale in Switzerland, and now they are everywhere and will soon drive out, to a large extent, other wheels of inferior make.

French Tips.

Acting Consul Pressly, at Marseilles, says the French government realized the handsome sum in 1896 of \$551,000 from the tax on bicycles. The tax is \$1.93 per wheel annually. There were 203,000 bicycles in France in 1894, 256,000 in 1895, and 329,000 in 1896. The American bicycle made its appearance in Marseilles about four years ago, and is growing in popularity, but needs more advertising. The bicycle dealers in that city inform Mr. Pressly that the American wheels best known there are too expensive for the general trade; that what is needed is a nice machine which looks well and runs well, without being so durable as the best makes.

Mr. Pressly thinks that some American house would do well to establish a general agency in Marseilles for the sale of their bicycles. As matters stand now the dealers there must buy from the general agents in Paris, and hence keep a very limited stock on hand. Marseilles would be a convenient point from which to extend the trade into Corsica. The rates of freight should be quite as favorable as those enjoyed by Paris.

American commercial travelers in France are liable to the "foreigners' registry tax" of fifty cents per year. If the commercial traveler takes an office, however, he is required to pay the usual business or license tax, which amounts to about ten per cent of the rent he pays, and the value of his furniture, etc. Mr. Pressly's limited observation has persuaded him that American commercial men, acquainted with the language and

people, make the best salesmen in France for American goods, and are very successful, when patient, polite, and persistent. The French people are very slow to adopt any novelty, especially a foreign one, and patience in dealing is absolutely essential.

American merchants must display the same enterprise and practice the same business principles abroad as at home. In other words, they must place in the foreign market in direct contact with the dealer, an American salesman acquainted with the foreign language and people, and familiar with the article he sells.

Makers Slow to Act.

One can hardly pick up an American newspaper nowadays without running across a column devoted to that important subject, "the eagerly sought extension of American export trade to foreign countries," and the duty of United States consuls to exert themselves and aid our manufacturers in finding outlets for their productions. As far as our consular force is concerned, doubtless every conscientious and ambitious officer will find pleasure and reward in having done his duty, especially when his efforts to introduce American goods have been crowned with success. But what efforts have American manufacturers made? Do they—as has often been suggested by our consuls—follow the examples of their European competitors? That is, to send some competent and well-qualified agents prepared to study the wants, the merchants the mode of doing business, the advantages and wishes, to figure with the merchants prepared to quote freight rates, and assure quick time in transit, make terms and appoint a local representative who is well acquainted with the trade and will look after the firm's interests afterward. Such is the way the European manufacturers gain markets, and their example could well be followed by our own manufacturers.

A very large business is being done in bicycles in Sweden, and there are already eight or ten small factories turning them out. All the metal parts are made locally—in fact, the whole machine is made in Sweden, except the tires, which come principally from England. Numbers of American and English wheels are sold, as cycling has become a fashionable and almost universal amusement. All bicycles are bound by the police regulations to be numbered. It is also possible to insure against stealing machines when left standing in the street.

H. G. W.

NEWMAN RETURNS FROM EUROPE.

New York City, Oct. 18.—After a six months' visit on the other side, Charles

Newman, the traveling representative of R. H. Wolff & Co., Ltd., New York, arrived on the Paris last Saturday. He has been absent since last April, and expressed himself as well pleased to see the land of the stars and stripes once again. Of course, such a man as Mr. Newman could hardly spend six months in Europe without learning something of interest, and what he has to say about the trade over there will be of interest to makers in this country. Among other things he said:

"Reputable American makers have cause to feel elated over the excellent prospects in Europe for 1898. The bicycle is just as popular on the other side as it is here, but foreign riders appreciate quality to a much greater extent. In England, despite the harm caused the reputation of American goods by some of the truck sent over there for sale, the high-grade American machine is daily increasing in favor. In Russia, good wheels also have the call, while in Italy, Germany, and France about one-half of the prospective purchasers of bicycles will buy first-class machines. There is but little opportunity for profitable business in Austria, however, as the duties are almost prohibitory. Taken all in all, the best makes of American machines will prevail in England and on the continent next year."

"What are the prospects of chainless wheels abroad next year?" was asked of Mr. Newman.

"Judging from the opinions expressed by the many agents and dealers with whom I talked, I think it hardly probable that the chainless wheel will meet with any success. The riding public are well satisfied with the present method of propulsion and a certain proportion, consisting mainly of that class who might be induced to buy chainless wheels on account of their supposed advantage, employ the gear-case, which they find

answers the same purpose. Furthermore, the average Englishman—and for that matter those in other countries of Europe—are rather slow in adopting anything new, and such a radical change I do not think will do more than create a certain amount of gossip; especially so with the price of the chainless models above that of the chain pattern."

"What arrangements were made for Wolff-American representation abroad?"

"Next year we will, I think, do a good business on the other side in Wolff-American bicycles. All of our former agents whom I visited were more than pleased over the satisfaction given by the Wolff American. Being a wheel built on mechanical principles, it appeals well to the Britishers, who admire strength above everything else in bicycle construction. There will be Wolff American agents next year in every city in Europeorthy of the name."

While on the other side, Mr. Newman traveled through England, France, Italy, Switzerland, Holland, Austria, Russia, and Germany.

A. R.

SHOW MATTERS IN NEW YORK.

New York City, Oct. 19.—At a meeting of the New York Cycle Board of Trade tonight it was decided by a very close vote not to participate in the cycle show to be held in connection with the Sportsman's exposition. Secretary Dressler, of the latter body, offered twenty-five per cent of the gross receipts to the board for the use of its name, but the board decided to keep out of the matter. The show people have an order for space signed by Colonel Pope, but it has been stated here that the company will not utilize the space to exhibit cycles. The visit of Mr. Pope to New York today is thought to have some bearing on the matter, although the Colonel was not prone to talk.

AL. REEVES.

FOREIGN SHOWS.

Berlin.....	Oct. 25—Nov. 25.	Birmingham.....	Jan. 20-29.
Christchurch (N. Z.).....	Nov. 6-13.	Hull.....	Jan. 24-29.
Stanley.....	Nov. 19-27.	Glasgow.....	Jan. 29—Feb. 5.
National.....	Dec. 3-11.	Edinburgh.....	*Feb. 5-12.
Dublin.....	Jan. 15-22.	Manchester.....	Feb. 18-28.

*Provisional date.

PEOPLE AND THINGS

CONTROLS THE BICYCLE STEP.

Patent number 426,402, filed upon June 19, 1889, and granted April 22, 1890, has a history that is very interesting. For a number of years it has slumbered undisturbed in the office of William A. Skinkle, a well-known patent attorney of Cleveland, but a short time ago it was brought to life, and Col. H. A. Lozier received a good round sum for his share from Col. Theodore Dodge, of the Boston Woven Hose & Rubber Co. The interesting part of the paper reads as follows: "A bicycle comprising front and rear wheels and frame work connecting same, an axial pin or shaft supported in said frame and a nut for fastening said shaft with relation to said frame, said nut being provided with an integral axial extension constituting a mounting step, substantially for and used for the purpose described."

By this it will be seen that Colonel Dodge now actually holds a patent covering the bicycle step which has been in every day use for a number of years. The history of the patent is as follows: "Nearly ten years ago it was granted to Reinhard T. Torkelson, then in the employ of Yost & McCune, of Everett, Mass., leading makers at that time, and was assigned to the firm. Some time later the firm dissolved partnership, Mr. Yost joining with H. A. Lozier, and Mr. McCune continuing at the old plant. The patents owned by the firm were divided. The Lozier & Yost Mfg. Co. continued in business for some time until Mr. Yost withdrawing, all the property reverted to Mr. Lozier. The old patents of the company were filed away with Mr. Skinkle, Mr. Lozier's attorney, and not thought of again until a few months ago when a communication was received from an unknown eastern party asking terms for some of the old papers.

Mr. Skinkle smelled a rat; an investigation followed, and the valuable paper was discovered. Then there was a three-cornered fight for the possession of the property. Mr. McCune seems to have been the first one to discover the value of the patent and laid plans to get the control himself. Somehow or other, Mr. Yost got information also regarding it, and he, too, became interested in trying to regain his interest in the old paper. On the other hand, Mr. Skinkle was endeavoring to get a

good deal for his client, who was at that time in Europe and knew nothing about the affair. Later, numerous attempts were made by each one interested to buy out the others, but without success. Finally, Mr. McCune sold his interest to Colonel Dodge. Then overtures were made to Mr. Lozier, and a week ago Mr. Dodge became sole owner of the patent. The value of the patent may be estimated, as every step put upon a wheel since the time of its issue is an infringement. Mr. Dodge, however, it is said upon good authority, does not intend to push his claims for royalties upon what steps are already upon the market, but will enforce his rights in the future. It is also stated that Mr. Dodge proposes to erect a factory for the manufacture of steps, which branch of the bicycle business he could, of course, gain control of in a short time. Mr. Skinkle also gains a good thing by the turn affairs have taken, as he will look after western territory for Colonel Dodge.

DESIGNING '98 NAPOLEONS.

The Jenkins Cycle Co., 18-20 Custom House place, Chicago, is just getting down to work on the designs for its models for next season, which are being prepared by Charles Borgan, superintendent of the factory. No details can be given out yet, as the models will not be completed until early in November, but genial Manager Maxcy asserts that there will be a number of radical changes which it is believed will tend to increase the popularity of the Napoleons and Josephines. The factory will resume full operations as soon as the complete designs are decided upon. At no time this year has the factory been shut down, the summer and fall demand for '97 models having continued most gratifyingly, due in some measure, Mr. Maxcy thinks, to the public appreciation of the fact that good wheels are about as cheap now as they will ever be and that this fall is a good time to purchase. The Jenkins company will not attempt to build a chainless, but will devote considerable attention to the making of tandems, for which there is a constantly growing demand. It has got the building of tandems down to a fine point where it causes little trouble, and it is a rare thing for a Napoleon tandem to come back to the shop for repairs, notwithstanding the company put out 150 of them this season, nearly half of which are in use in Chicago.

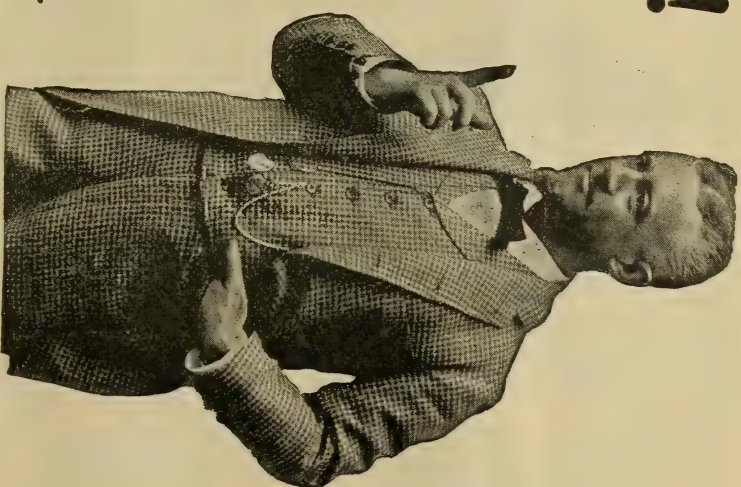
YOU ARE SAFE!

Of course, not quite as safe as when in "your own mother's arms," if your mount is made of "SHELBY" tubing; but just as safe as the very highest grade steel will make the bicycle frame under you. INSIST on your dealer furnishing you with a wheel made from SHELBY TUBING.

THE LEADING MANUFACTURERS
USE IT. WHY? BECAUSE IT HAS

QUALITY.

Write us when in the market.



THE SHELBY STEEL TUBE COMPANY,

Main Office and Works, Shelby, Ohio, U. S. A.

Eastern Office and Wareroom,

144 Chambers St., New York.

European Office and Wareroom,

29 Constitution Hill, Birmingham, Eng.

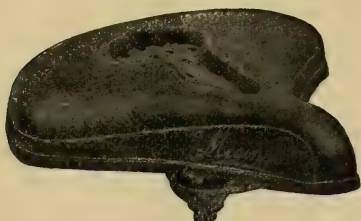
Western Office and Wareroom,

135 Lake St., Chicago, Ills.

These have given such general satisfaction that the makers have decided not to make any great alterations in the models for next season.

HAS MANY FEATURES.

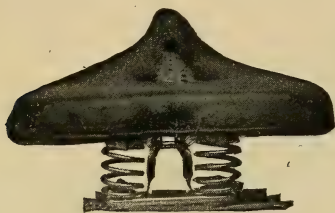
The '98 Mesinger is out in full force. In fact, very full force, for among the many large contracts the Mesinger Bicycle Saddle Co. has one for 25,000 saddles from the



Pope Mfg. Co. The '98 model saddles now being turned out are softer, both in the back and the pommel, than any of the previous styles. The reason for this is that



the weaving of the rattan gives strength, durability, and elasticity, while being wood fiber it is not affected by water, and can not stretch or sag. On this springy but non-



stretchable base is a cover of the finest, softest felt obtainable, over which is leather to water-proof it and give it a finished appearance. A V-shaped opening (design patented) is cut in the center of the cover, anatomically formed to relieve all injurious pressure, ventilate, and prevent numbness or any possible injury to the delicate parts of the body.

The general shape of the saddle is made to conform to the anatomical requirements of the body, the ends of the pelvis bones being supported on the felt on each side of the anatomically-shaped opening, and the curves of the outer sides of the saddle con-

forming to the folds of the flesh naturally formed in pedaling.

By the mere turning of the set screw in the front, the seat can be made as hard or as soft as desired. The best of forged steel clips are used, and the whole saddle thoroughly tested and guaranteed. The spring attachment can be furnished on any of the sizes, and has a movement in every direction, overcoming all jar and vibration from unforeseen elevations or depressions.

The saddle is made in the following sizes: 9 and 10 inch backs, 10 inches long, men's size; 9 and 10-inch backs, 9 inches long, women's sizes; colors, chocolate, russet, and black.

RUSHED WITH FALL TRADE.

The Chas. H. Sieg Mfg. Co., of Chicago, still continues its Kenosha factory in full operation on 1897 models for the trade. On October 14, after all shipments for the day had been made, the company had in hand orders for 1,208 wheels. It has been somewhat delayed in getting these out owing to a shortage in forgings, which are now in transit by express, having been ordered shipped that way so that there might be no interruption in assembling. Although the company already has its '98 models out, it will not be ready to make their specifications public until next month, when the factory force will be doubled and put to work on next season's product. It can be said, however, that the new models will embody several new features and easily maintain the Sieg quality of excellence of material, workmanship, and finish. The '97 machines now being shipped go principally to local and northern jobbers and dealers.

INVICTUS HUBS AND PEDALS.

An air of activity that bespeaks a busy winter season pervades the machinery room of the Invictus Cycle Fittings Co., occupying the entire third floor of the Warman-Schub building, corner North Lincoln street and Austin avenue, Chicago. About 7,500 square feet of floor space is utilized by this concern in the manufacture of pedals, hubs, and wrenches, constituting its line of goods. Four new punch presses have just been installed, together with two new nickel-plating tanks, and it is the intention of the company to put in automatic screw machines this fall and also tube drawing machines later.

Even thus early in the season the Invictus company is rushed with work, having on its books orders for about 60,000 bicycle wrenches and 35,000 pairs of its '98 dust-proof pedals. These latter are claimed to be the best for the price on the market,

100,000 FAUBER HANGERS FOR 1898

Two Styles of Cranks, Two Styles of Sprockets,
Two Styles of Brackets.

Samples Ready for Delivery Nov. 1.

(New Styles will be covered by Design Patents.)

We have licensed the following manufacturers to use one-piece crank-axes:

Acme Mfg. Co., Reading, Pa.
Barnes Cycle Co., Syracuse, N. Y.
Bean-Chamberlin Mfg. Co., Hudson, Mich.
Buffalo Cycle Co., Buffalo, N. Y.
Buffalo Wheel Co., Buffalo, N. Y.
Globe Cycle Co., Buffalo, N. Y.
Heinz & Munschauer, Buffalo, N. Y.
Keystone Match & Machine Co., Lebanon, Pa.
St. Nicholas Mfg. Co., Chicago, Ill.
The H. D. Smith & Co., Plantsville, Conn.
Timmerman, O. W., Assignee, Little Falls, N. Y.
Union Cycle Mfg. Co., Highlandville, Mass.
Welland Vale Mfg. Co., St. Catharines, Ontario.

Drop forging concerns making ONE-PIECE cranks for other than licensed parties, are WARNED against infringing.

W. H. FAUBER,

70-74 W. Jackson St., = = CHICAGO, ILL.

Mention Bearings

being made of an excellent grade of stock and strongly built. They are adjustable by means of the caps over the inner bearings, which contain the ball cups and screw over the end of the barrel sleeve, locking by means of a small screw on the cross piece which engages with notches in the periphery of the cap. The foot plate is made of one piece, stamped out and beat to the required shape.

A new wrinkle in the Invictus '98 barrel hub is the oil channel for conveying the lubricating oil from the oil cup in the middle of the hub direct to the bearings by means of small metal ducts. These, or oil-saturated felt washers over the balls, will be optional with the purchaser.

DR. PERCY L. CLARK.

Dr. Percy L. Clark, who has been general superintendent of the Morgan & Wright factory for nearly four years, has resigned from that position. Doctor Clark graduated from the University of Illinois, taking a



DR. PERCY L. CLARK.

scientific course, in which he paid particular attention to organic and analytical chemistry, studies which fitted him to assume the management of a mammoth plant like that of the great tire firm. After completing his course at the University of Illinois, he pursued the study of medicine, graduating from the Chicago Medical College as an M. D. He practiced medicine for four years, much of the time at the Bennett Hospital, one of the leading hospitals of Chicago. Later, however, his natural leanings prompted him to forsake the practice of medicine and follow commercial pursuits. Doctor Clark is an expert in all matters

pertaining to rubber, and, it is hardly necessary to say, is thoroughly versed in all the mechanical and chemical details of the tire business. One of his recent achievements is the discovery of a new and valuable method of reclaiming rubber, by which old rubber can be reclaimed in such a condition as to make it as valuable as new rubber. He submitted samples of the thinnest sheet rubber manufactured from rubber reclaimed by his process which appeared to have all the valuable qualities of the very finest grade of sheet rubber. Doctor Clark has not as yet decided on his course in the future. He may possibly connect himself with some rubber house or may become the organizer of a firm which will take up and push his new process.

D. J. DRISCOLL.

The accompanying likeness is an excellent one of D. J. Driscoll, president of the Auburn Bolt & Nut Works, Auburn, Pa. Mr. Driscoll is a veteran in the steel business. He is identified throughout the great



D. J. DRISCOLL.

steel producing country of Pennsylvania as a brilliant and thoroughly capable man in his line. With such qualifications, it is indeed not surprising to learn that Mr. Driscoll is responsible for launching on the market cold drawn, seamless steel tubing.

The tube department of the Auburn Bolt & Nut Works is replete with modern appliances to produce standard high-grade tubing for bicycles. So well equipped is the factory with new and special machinery that Mr. Driscoll has been approached several times for the purpose of getting him to sell his interests. Mr. Driscoll has a process for piercing billets. Only Swedish

stock is used by the Auburn Bolt & Nut Works, and the system of drawing is a guarantee of unusually fine work. The product is being disposed of by the Iven-Brandenburg Co., Chicago, Rochester, and New York.

THE '98 MODEL BI-GEAR.

The Brown-Lipe Gear Co., Syracuse, N. Y., announces that not the slightest change will be made in the Bi Gear for 1898. The '97 model has proven very satisfactory, so much so in fact, that after four years' experience in the manufacture and sale of this changeable gear, the company considers it as near perfection as possible. There is no reason, therefore, for altering its construction, and purchasers of the '97 model can ride the Bi-Gear at least another year and be right up to date. This early announcement will undoubtedly be the means of selling many Bi-Gears this fall to persons who would otherwise have waited until next spring in anticipation of new models.

ANDERSON & FLINN.

Anderson & Flinn are now located in new quarters in the Isabella building, and are actively engaged in the furtherance of plans for business for the coming year. As a field of operation, the firm has chosen the best interests of buyers and has adopted the following motto for advertisements, stationery, etc.—"It is our business to know where the buyer can obtain the greatest value for the least money."

At this time, Anderson & Flinn are engaged in selecting a line of goods suitable for the jobbing trade, and after a careful inspection of the wheels in the market, a medium grade machine has been selected and the entire United States taken as a field for work. Samples have been on exhibition at the office of the firm for a week past and the general opinion of jobbers who have inspected the wheel is that it is one of the best machines ever offered to dealers who desire to sell bicycles under their own name-plate.

Another line that will prove of interest to jobbers and manufacturers of tires is the Heywood single tube tire repair outfit. This outfit is one of the most widely known and satisfactory in the market. It is compact and may be carried in the vest pocket. It readily provides for the permanent repair of all punctures, either with solution or by an improved method of plug repair. This outfit which has been used for several years with gratifying success by the Palmer Pneumatic Tire Co., has also been adopted by the Peoria Rubber & Mfg. Co., and will

be furnished with all tires of this company's make.

A number of specialties are also in course of preparation and will be offered the trade in the near future. Anderson & Flinn have been closely associated with the trade for a number of years and have earned a reputation that will stand them in good stead in the field of work which has been chosen. Firms desiring to have their goods pushed to the front will do well to communicate with this enterprising house.

S. A. CAMPBELL.

The Eclipse Bicycle Co., Elmira, N. Y., has just been able to make arrangements, whereby S. A. Campbell will represent it in New York, New Jersey, and Pennsylvania. No one who does not know Mr. Campbell can appreciate the Klondike find, which



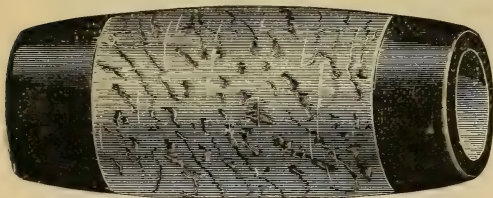
S. A. CAMPBELL.

the firm has made in securing him. For few salesmen are better known or better liked than this selfsame gentleman. His seven years in the bicycle business has given him an experience that will doubtless prove of inestimable value to the reputation of Eclipse bicycles, and no one is better qualified to extol their virtues. Eastern tradesmen will be pleased to learn that this gentleman will probably call on them within a short time, and they can then be able to judge whether he is not deserving of more praise than Bearings could give him.

JONES COMPANY'S GRIPS.

Bicycle grips of every style and of the best qualities are made by the L. M. Jones Co., West Winsted, Conn., and its past reputation is such as to guarantee any-

thing it might say in regard to the goods. For this season the firm has increased its assortment by the addition of several new styles, and it is indeed a fastidious maker who can not be satisfied with some one of the lines. Made in wood, cork, or composition, and tipped for strength and beauty, the



grips are an ornament as well as necessity to every wheel. The firm is also marketing the O. K. spotless lubricant for bicycle chains, which is made of several well known ingredients combined with the company's own process. Put up in wooden tubes, with loose bottoms, which are easily pushed upward with the finger, forcing the lubricant out at the other end, it is convenient and clean. It retails at ten cents, and a liberal discount is offered the trade.

GEAR-CASE TESTIMONIALS.

Evidently the Frost Gear Case Co., 253 Broadway, New York City, is not going to permit makers and riders to forget it is in the field and to bring its well-known gear-case into still further prominence. It is printing and distributing a little pamphlet giving sound reasons why one's wheel should be fitted with a case, and reprinting some of the opinions of those who have already used this necessary article. Century riders, mileage kings, and road riders of high degree send along their praises of its usefulness, and one letter in particular comes from Theo. E. Lyon, the captain of Company E, the bicycle company of the Eighth Regiment, New York. In it he tells of the recent military tour of Long Island, which was attended by so much rain and which thoroughly demonstrated the need of such an article on the wheel. He tells how all the other men, who rode with unprotected chains, had difficulty in traveling, while his Frost gear-case permitted his wheel to run the same as it would on a dry day, when the roads were perfect. Major Davidson, of the military academy at Highland Park, Ill., is

another who has tried the case and found it far from wanting. The company is in constant receipt of similar letters, and altogether has a bright season in prospect.

E.-W. COLD ROLLED STEEL.

The Elliott-Washington Steel Co., of New Castle, Pa., with sales agencies in New York, Boston, Chicago, St. Louis, and Cincinnati, has issued a neat pamphlet telling all about E.-W. cold rolled steel. The booklet says that "E. W. cold rolled steel is made on large mills, run at low speed, under enormous pressure, and but slight reductions in gauge are made at each operation. By this process the steel is refined and gradually compressed, the grain closed, the tensile strength greatly increased, and the working qualities and ductility improved."

THE BALDWIN CHAIN.

Bald, Cooper, Butler and many other fast cranks, as well as road riders and business men, praise the Baldwin chain, made by the Baldwin Chain Co., of Worcester, Mass., to such an extent that it must have more than ordinary virtues. Not only is it fast, but its wearing qualities are known beyond dispute. Unique of pattern, easily detachable, smooth of running, and durable, the chain is a joy to riders of the wheel, and will continue to be long after the chainless bicycle has made its appearance. Constructed entirely different from ordinary chains, it can be detached in a minute and a new link inserted when accident requires. The chain was well tested by W. C.



CAPTAIN THEO. E. LYON.

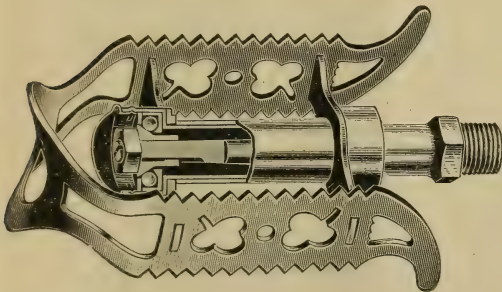


New Gordon saddle.

Nye, of the Eighth Regiment Bicycle Company, which made a tour of Long Island last summer, when, with a 96 gear, he pushed his wheel through the mud and rain, which were the main features of the trip. He is loud in his praise of the durability and easy running of the chain on the trip, and questions whether he would have been able to finish on an ordinary one. The firm is ready for '98 business and solicits correspondence with the trade.

THE BENNETT PEDAL.

The Bennett pedal is made by the Bay State Stamping Co., 17 Hermon street, Worcester, Mass.—a guarantee in itself. For what better pedal of its kind is made and by what more reputable manufacturer? The '98 pedal is simplicity itself, and can be adjusted in a manner that can not fail to be appreciated by the trade as a talking point, and by the rider as a convenience. It is



made so that rattling is an impossibility, as the dust-cap springs into the frame and latches instead of screwing in, and consequently is not liable to work loose. The adjustment is a new one, locking with a peculiar application of a set screw, which allows the nut to be easily removed. The adjusting cone is keyed to the shaft and can not turn, but slides laterally. In taking up the wear, the bearings maintain the same alignment until worn out, and as the cones are larger than usual, the balls will wear

out first. Ball retainers and other improvements make it a pedal to be looked upon with favor. Prices and samples can be had for the asking.

NEW GORDON SADDLES.

Four new models of the finest quality of the well-known Gordon saddles are to be put upon the market this fall by the makers, the Beckley & Ralston Co. In addition, a fifth style, to retail at seventy-five cents to \$1, made after the general design of the Gordon, is to be manufactured and offered to the trade. This last model is claimed to equal in quality and surpass in point of merit any of the twenty-two imitations of the Gordon now on the market. The company expects to maintain prices rather stiffly on the high-grade Gordons next season, but should price-cutting begin, it will be able to put 100,000 of the cheap models out in two weeks' time, thereby meeting all competitors on their own ground.

The distinctive features of the Gordon saddles which contribute largely to their superior merit are the wide seat, the cushioned nose, the excellent quality of materials used, and especially the form of the frame spring, whose peculiarities are well illustrated in the accompanying cut. It will be noted that in addition to the coils under the cantle, which take up all jar incident to rough roads, the wire is bent to form a U-spring under the pommel, by which the nose is permitted to give when the rider is suddenly thrown forward upon it.

The Beckley & Ralston Co., which acts as agents for a number of other makes of saddles, for bicycle lamps, and in fact any sundry in which it sees merit, has agents in London, Birmingham, Paris, Hamburg, and Edinburgh, and claims that fully two-thirds of its entire business is now in Gordon saddles.

DROP FORGINGS.

Probably no firm in the drop forging line, is better known than the Billings & Spence.

cer Co., Hartford, Conn., and its name is a guarantee of the quality of the goods. As a maker of drop forgings for years past, the company is ever on the alert to increase its output and the demand has been such that it has been kept busy. Complete in every detail, the factory is in a position to turn out any style of drop forgings and in any qualities. A number of very large orders have been received during the past few months but the company is able to handle more. Having recently made some additions to its die sinking department, in the way of improved machines, it is in excellent shape to run out special forgings at short notice. Estimates on supplies for '98 can be had for the asking, and will be made consistent with the quality of the goods.

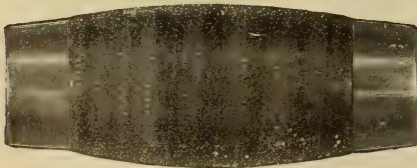
A NEW DYNAMOMETER.

The Overman Wheel Co. has now in process of construction a dynamometer which is destined to be of special interest to every one who is interested in the relative merits of chainless and chain driven bicycles. This dynamometer is constructed on entirely new lines, and is designed for exhaustive tests of all mechanisms that affect the amount of power required to propel a bicycle. It will settle beyond dispute such questions as the relative amount of power required to drive chainless and chain driven machines.

The Overman Wheel Co. is prepared to make complete tests of all mechanical contrivances in this line, and will publish from time to time illustrations and diagrams showing the working and results of this ingenious device. This dynamometer will undoubtedly bring to light new knowledge in mechanical lines, and prove of the greatest value in determining many disputed mechanical questions.

THE INDESTRUCTIBLE GRIP.

Perhaps no sundry article ever placed on the market has been more favorably received on such short notice than the Indestructible



Indestructible Leather Grip. Pat. applied for.

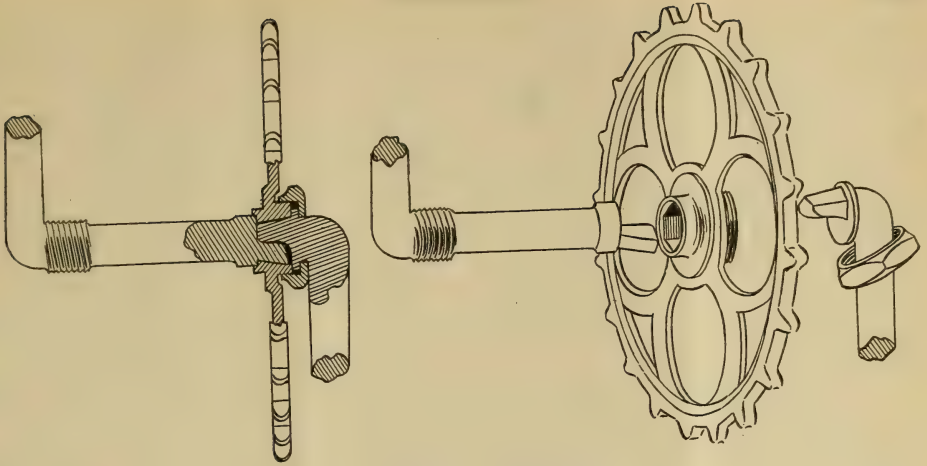
leather grip, manufactured by the Leather Grip Co., and sold by Studley & Jarvis, Grand Rapids, Mich. It is made of oak tanned leather cut into strips and wound spirally on a wood bushing, then turned

into shape on special machinery and bur-nished. Both ends of the grip being securely fastened, it makes not only a very handsome but most durable grip.

Mr. Fisher, of the Leather Grip Co., has been testing this grip for two years before offering it to the general trade, and is now prepared to turn them out in large quantities. By having over 1,000 pairs used through the season of '96 and '97 in Grand Rapids, he has proved them to be not only practically indestructible, but one of the handsomest grips on the market. The cost of these grips is necessarily a little higher than the regular grip, but Studley & Jarvis report that a number of the leading high-grade manufacturers have contracted to use these grips exclusively on their highest priced wheels, and that many others are now seriously considering it, and from present indications the Indestructible leather grip will be a distinguishing feature on strictly high-grade bicycles for '98, and a ready-selling and profitable sundry for jobbers to catalogue and handle.

GOOD BICYCLE TRUNKS.

Henry Lissa & Co., 595 Broadway, New York City, have always been famous for their trunks and bags, but the product for '98 is sure to make the firm's name a by word in the cycle trade especially. Having made bicycle trunks for all the prominent manufacturers last year, Lissa & Co. not only expect to retain their trade, but to also secure the trade of other makers. The line of goods includes a single and double bicycle trunk. They are made of select bass wood, covered with extra heavy painted duck, and are claimed to be perfectly water-proof. All the edges are reinforced in a manner that prevents wearing. Steel rods are riveted on in the center of the trunk, connected in the center by an extra heavy crossbar. The heavy wrought iron clamps make the trunks almost unbreakable, while the corners and strap hinges are riveted on. The trunks are complete with inside fastenings and solid heavy straps. They all contain a box in the bottom, between the wheels, as well as a large pocket in the top to hold a complete suit. On the opposite side there is a telescope box, for pedals and tools, as well as straps for handle bars. The double trunk is large enough for two machines, and is complete in every particular. The carriers are much lighter than last year, an improvement which will be appreciated when it comes to transportation. At prices within the reach of all, the trunks will doubtless be well received by the trade in general. The fact that all the prominent firms of the country have adopted them is sufficient



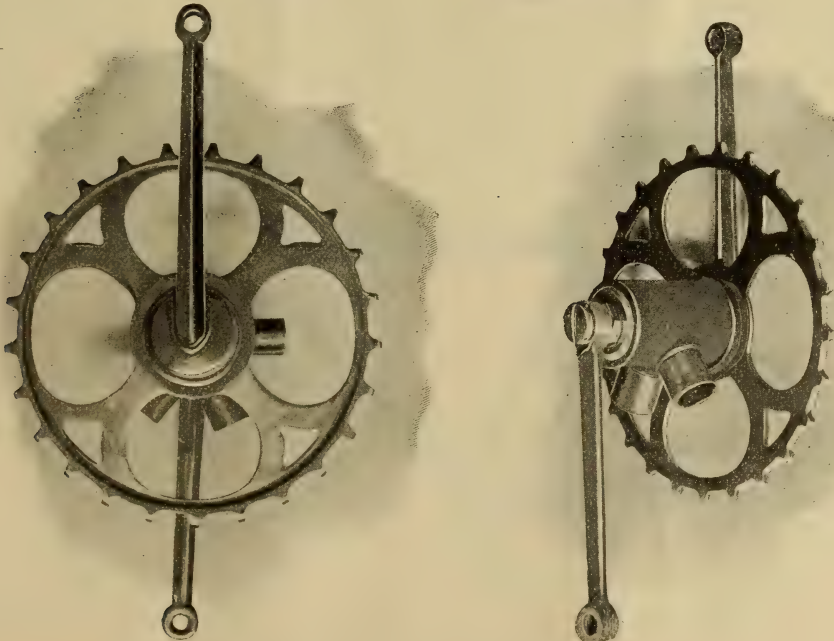
The Avery Polygonal Two-Piece crank.

guarantee that they are all that is claimed for them.

A NEW TWO-PIECE CRANK.

The Chicago Bicycle Specialty Co. is showing to the trade a new two piece crank which embodies features of undoubted merit. It is called the Avery Polygonal Two Piece crank, deriving the name from that of its inventor and from the shape of the crank-shaft. As will be seen from the drawings, the combination of the cranks and shaft will appear, when fitted to the hanger, like a one-piece mechanism. A further reference to the cuts will show the simplicity of the

connection. The sprocket wheel is equipped in the center with a hexagonal, tapered hole, with its smaller opening on the inside of the wheel. The end of the axle and the corresponding end of the crank are each one-half of a hexagon corresponding in size and taper with the hole in the sprocket wheel, and beveled on the dividing plane, so that when drawn together they will wedge tightly into the hole in the sprocket wheel. A set nut which is slipped over the loose crank, screws onto a thread on the outside of the sprocket wheel and a flange on the outer edge of the nut draws on a corresponding flange on the crank making a



The Banker hanger.—See next page for description.

joint that is firm beyond necessity. The bearing cones are put on in the usual manner—pressed onto the sprocket side and screwed onto the outer side. The hanger can be arranged so that adjustment may be effected by either cones or cups.

One of the chief features of commendation is the simplicity of the device. Cranks, crank-shaft, and sprocket wheel with all their connections are comprised in four pieces. The method of detaching is extremely simple, "fool proof," in fact. Another feature that will recommend it to makers is the fact that a special hanger is not required.

THE BANKER HANGER.

A. C. Banker, 1209 Monadnock building, Chicago, has greatly improved the 1898 Banker hanger. One of the noticeable changes is in the sprocket which is transferred from a detachable to an L crank being locked in place by the inside cone, thus doing away with small screws, nuts, and bolts. The barrel has been increased to accommodate three eighth inch balls. The brackets are made for flush or outside joints, and rear chain adjustments or stationary rear fork ends with eccentric chain adjustments in the hanger. The hanger is being made particularly for large factory use and at a low price.

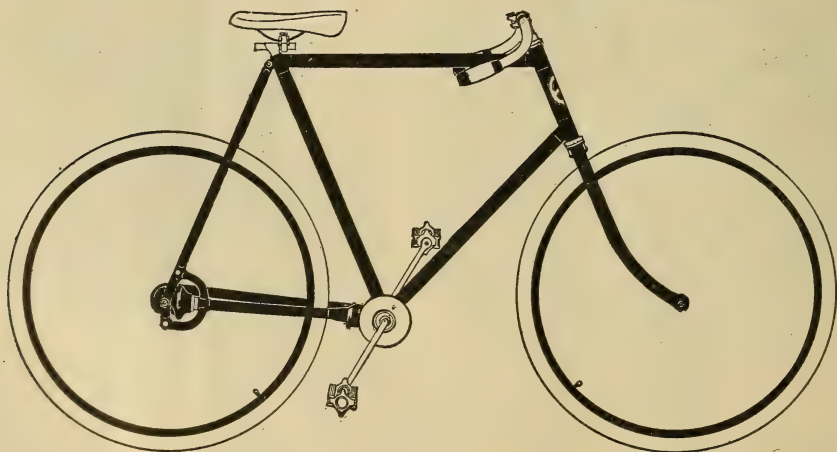
COLUMBIA CHAINLESS BICYCLES.

The Pope Mfg. Co. is out with samples and catalogues of its chainless models. The wheels themselves are most certainly perfections of mechanical excellence, as Columbia wheels have always been. It is the chainless feature, however, in which the public will be the most interested. The catalogue, which deals exclusively with the chainless models, is, as usual, a high-art specimen of

the printers' and engravers' arts. It goes into a history of the development of the bicycle from its very inception. With this most readers of Bearings are already acquainted. The interest in the book becomes deep when it begins to deal with the problem of power transmission on the modern bicycle. After enumerating the disadvantages incident to chain transmission, no less than sixteen substitutes for this method of transmission are enumerated, ending with "shaft and bevel gears." Then the catalogue goes on to say: "All of these have been tried. Some of them have been experimented with at great cost of time and money. But let the investigator begin where he will he is almost sure, in time, to come around to the belief that, if bevel-gearing could only be made accurately, set properly, and then held rigidly in place, it would be the best possible system for use in a bicycle."

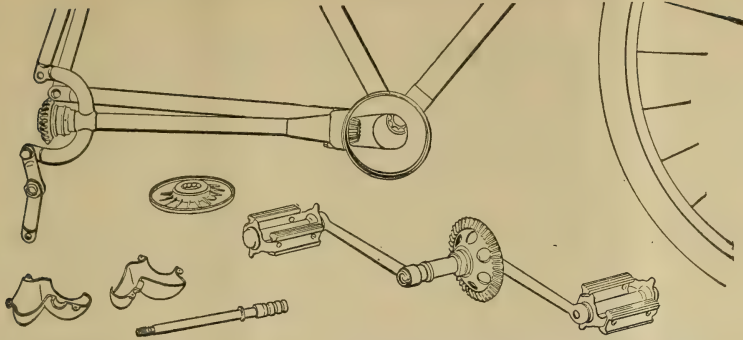
After telling of the difficulties encountered in the cutting of bevel gears, the large number of patents that have been granted for bevel gear transmission for bicycles, the catalogue continues: "Could it be that a form of power transmission, so ideally good, was to remain unavailable largely because bevel-gears could be accurately cut only with difficulty? Were bicycles to go on the stretching, breaking, dirt-gathering, friction burdened chains when it needed nothing but a little more mechanical wit on the part of somebody to put slanting, tapering teeth with precision in the face of a little wheel? We shall see."

The catalogue goes on to describe the process of bicycle manufacture toward perfection and tells of the Acaténe wheel of France and the League wheel of this country, which latter was built in the same town with Columbias. It maintains that whatever the drawbacks of the League

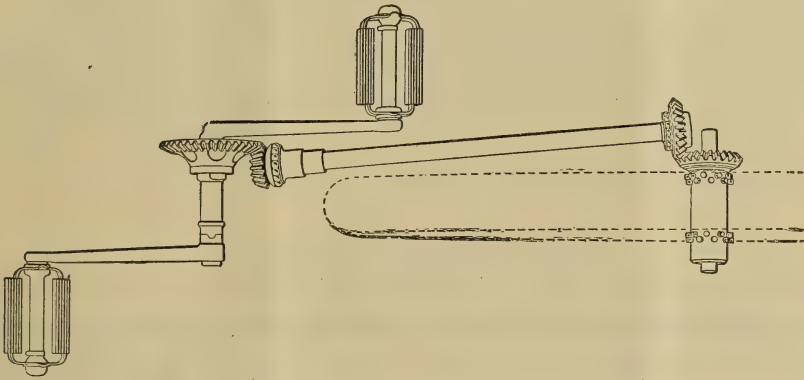


The Columbia Chainless.

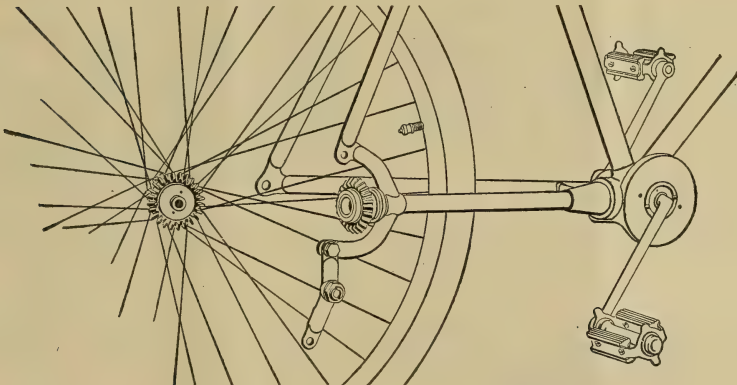
FEATURES OF THE COLUMBIA CHAINLESS.



The machine with all driving mechanism and parts removed and exposed.



Driving mechanism as it looks when removed from the wheel.



The rear wheel detached from the frame.

wheels might have been, the gearing was not among them, and tells how League wheels have come to the Columbia factory for repairs of every sort that did not involve the gearing but never for any accident to that. It tells of the excellent riding qualities of these wheels and the records made on the Acaténe. It tells of the experiments in gear cutting and the difficulties encountered in making absolutely

accurate gears. It concludes this chapter of progress with assurances of conquering the difficulties, and continues:

"But the bicycle maker's worries with bevel-gears do not end with having produced them, no matter how accurately the work and the tempering may have been done. He must place them in the machine with perfect exactness. The front and the rear axle with their gear attachments

should lie in precisely the same plane and exactly parallel with each other. Any failure to do this will result in binding, cramp, strain, and unsatisfactory work. Not only must these conditions exist in the wheel as it comes from the workman's hands, but they must be maintained under load and shock, under the severest uses. The frame construction must be so rigid that there will be no spring nor yield under any strain. This is one reason why the old League wheel was so heavy. Its makers knew no other way to give it the necessary rigidity. For years it seemed that if bevel gears were ever to come into general bicycle use, it must be with a much heavier machine. Yet the spirit of the time demands light machines."

It is then told how the invention of improved tubing had made it possible to construct a frame that was thoroughly rigid. Of the driving mechanism itself the cata-

logue tells that each revolution of the cranks produced 2 4/5 turns to the rigid shaft, while the rear gear wheels are varied in size to produce the changes in gear of which options of either 66 or 72 are given. To quote again on the merits of the chainless model: "It is on a comparatively level track, or in coasting, that the great ease-and-speed superiority of a bevel-gear wheel is most strikingly manifest. The rider used to chain drivers is simply astounded at first by the quick response and bird like flight of the gear-driven machine. At any motion of the pedals, however slight, the bicycle begins to move. Whether forward or backward this is equally true. Not an instant of hesitancy; no slack or looseness to be taken up before business begins."

The price of the chainless models, both ladies' and gentlemen's, as before announced, is \$125. The accompanying cuts show the details of the mechanism.

TRADE BRIEFS

It is claimed that over fifty per cent of all the professional events to date on the Southern circuit have been won on Kangaroo tires.

The price of the Faultless brake, made by the Sundry Mfg. Co., of Baltimore, is \$2.75 instead of \$1.50 as stated in last week's Bearings.

The Merchants & Manufacturers Warehouse Co., of Chicago, has been appointed western selling agent for the Codling Mfg. Co., maker of the Codling grip.

C. E. Reynolds, traveling representative of the Olive Wheel Co., has signed for the ensuing year, and will act as general traveling representative throughout the country.

The Parish & Bingham Co., of Cleveland, is building an addition to its plant in order to care for its rapidly growing business. This will more than double the capacity of the plant.

A. J. Doughty, of the Englewood Wheelmen, Chicago, broke the ten-mile amateur record last Tuesday. He rode an Orient and brought the figures down from 22:08 to 21:46 3/5.

The Franklin quad, manned by Phillips, Bradis, Irons, and Miller, and fitted with Palmer tires, made a world's record in :49 2/5 for a half-mile at Garfield Park, Chicago, October 8.

Thiem & Co., of St. Paul, have purchased the entire plant of the Standard Brass & Electric Co., of St. Paul, for the purpose of increasing their present large plant for the manufacture of cycle specialties.

Last week the agricultural implement department of the Thomas Mfg. Co., of Springfield, Ohio, was put in operation, and in a few weeks the bicycle department will be in full blast making '98 wheels, of which there will be nine different patterns.

The Crown Mfg. Co., of Cleveland, Ohio, with a capital stock of \$50,000, was incorporated last week by J. L. Athey, A. L. Austin, J. B. Gillespie, A. H. Leece, M. W. Sanders, D. A. Stewart, and P. R. Crawford. It will manufacture and deal in bicycles.

The Lambeth Bicycle Saddle Mfg. Co., of Cleveland, Ohio, has been incorporated with a capital stock of \$5,000. The incorporators are M. M. Hobart, A. B. Footer, John C. Lowe, W. D. McCrory, and A. A. Clay. The company will manufacture saddles and other bicycle supplies.

The Gilliam Mfg. Co., of Canton, Ohio, is building a two-story and basement addition, 42x155 feet, to its already large plant for the manufacture of cycle saddles and tool-bags, this improvement having become necessary through increasing business. In addition to its standard 1897 saddles, this firm has several new shapes and styles for the com-

BICYCLE RIDERS

have come to learn and appreciate the fact that "Pioneer" 50 per cent Carbon Steel Tubing is the best and safest bicycle tubing to be found on the market today with the exception of the very expensive 5 per cent Nickel Steel Tubing. They are beginning to inquire intelligently into these matters, and they

KNOW

that any manufacturer who purports to sell a high grade wheel without "Pioneer" 50 per cent Carbon Steel Tubing, is not giving them the best to be had. The bicycle rider is beginning to see this and is demanding

"Pioneer" 50^{per cent} Carbon Steel Tubing

The dealer is beginning to feel this demand and he will not buy of manufacturers who will not give him a certificate that his wheels are made of "Pioneer" 50 per cent Carbon Steel Tubing.

If manufacturers don't wake up to this fact they'll be sorry—they'll regret it when some competitor is getting business from customers that used to buy of them.

We should be pleased to quote you discounts on application. Send for printed matter.

POPE TUBE CO.

"PIONEERS" IN CORRECT COMPOSITION.

HARTFORD, CONN.



Brown Saddles

COMBINE TWO
ADVANTAGES NEVER BEFORE
FOUND TOGETHER--

SAFETY  SPEED

A full line of plain and padded tops,
flat and coil spring saddles for '97.

 SEND FOR CATALOGUE.

BROWN SADDLE CO., Elyria, Ohio.

Mention Bearings



R. B. McMullen
Co.,
United States Agents
CHICAGO.
NEW YORK.

ing season, which are now in the hands of its traveling representatives and being shown to the trade.

The firm of W. S. Emerson & Co., 820 Arch street, Philadelphia, Pa., agents for the Emerson, Fowler, and Trinity wheels, has been dissolved through the withdrawal of V. H. Thompson. Mr. Emerson still remains at the head of the firm, which is now known as Emerson & Eastwick.

George Hilsendegen, of Detroit, writes: "I am pleased to advise you that the suit brought against me by the Kalamazoo Cycle Co., of Kalamazoo, Mich., for infringement on its patent by my Kozy baby seat has been decided by Judge Swan in my behalf. This case has been pending some twelve or fourteen months."

Allan Jones, Hardy Downing, and George Sharick, the three California crackajacks are going to the Sandwich Islands, to take part in the big racing carnival which is being promoted by a Mr. Deskey, of Honolulu. The California contingent will ride Palmer tires, and incidentally talk the merits of the Palmer fabric.

The Lindsay Bicycle Co., of La Fayette, Ind., maker of the Lindsay High Gear wheel, has ordered Walter C. Sanger, the unpaced king, and W. W. Hamilton, famous for long-distance unpaced records, to Denver, to try for all records from one to twenty-five miles. They will ride Lindsay wheels, equipped with Kangaroo tires.

Among the trade visitors in Chicago this week were R. L. Coleman, of the Western Wheel Works; W. W. Stahl, of the Boston Wood Rim Co.; J. S. Bretz, of R. H. Wolff & Co.; Harry C. Lee, of the Bridgeport Gun Implement Co.; C. A. Persons, of the Persons Mfg. Co.; Arthur Sidwell, of Record pedal fame, and W. S. Corsa, of the Fiber-Buckskin Mfg. Co.

William S. Corsa, of the Fiber-Buckskin Mfg. Co., was a caller at Bearings office this week. Mr. Corsa reports a splendid business and says that many of the large makers are adopting the well-known grip made by his company. The '98 model will retain the absorbent feature, but will be shortened a fraction of an inch. The reinforced composition mounting will also be a strong talking feature.

The Northwestern Cycle Co., 601-603 First avenue, south, Minneapolis, will soon add a jobbing business to its line for '98. This firm has done a jobbing business in a small way for the past three years, and has an extensive trade with the dealers in smaller towns throughout Minnesota, Wisconsin,

North and South Dakota. It is now making contracts for its '98 stock, and will issue a handsome catalogue which will be out by November 15.

The Aladdin Lamp Co., having been successful in securing an award of priority of invention in its contest with the Havell Mfg. Co. before the examiner of interferences in the United States patent office, has instituted suit in the United States circuit court against the Havell Mfg. Co., claiming heavy damages by reason of its manufacture of bicycle lamps charged to infringe the well-known Aladdin lamp protected in United States letters patent granted to the Aladdin Lamp Co.

The Ohio Electric Works, 13 South Water street, Cleveland, Ohio, are producing battery table lamps at prices from \$1.50 up. This company first introduced the necktie light, then the bicycle electric lights with primary battery, which they have brought up to a high standard of perfection, and their carriage lights, with dry batteries, which have become so popular. The popular-priced battery table lights will have a large sale, and dealers can obtain exclusive sale by applying early for agencies. The new '98 catalogue is now ready for distribution.

The Carlisle Mfg. Co., of Chicago, has enlarged its facilities by securing the upper floors of the Studebaker building, on Michigan avenue, with its retail department on the ground floor. Its new '98 models are now complete, and it is experimenting on a chainless wheel. Its original idea on a racer has proved to be a good one. The machine has a 30-inch rear wheel and a 28-inch front, with 4-inch drop in the crank-hanger. The company will make a specialty of juveniles, tandems, triplets, and racing wheels, as well as its regular line of bicycles.

Charles Newman, who has been abroad looking after the interests of R. H. Wolff & Co., Ltd., this season, is expected in New York this week. Mr. Newman has been on the other side for the past six months, and during that time has made many advantageous arrangements for Wolff-American representations. Besides traveling through the provinces of England, Mr. Newman has visited every country on the continent, in all of which the Wolff-American will be a factor in the cycle selling world next season. Mr. Newman has made a thorough study of the field in foreign lands during his absence, and his stay will probably result in a large foreign business in Wolff-American bicycles during 1898.



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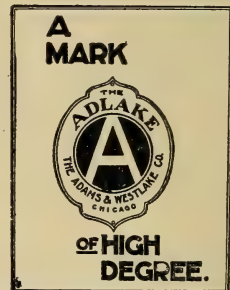
The Line for '98...

The Adlake

Combines Adlake quality with special Adlake features.

The Alaska

Embody all the up-to-date features and are "corkers."
Write for particulars.



Our new medium-grade
Adult and Juvenile
lines.....

THE ADAMS & WESTLAKE COMPANY, Chicago,

MAKERS.

Mention Bearings



L. B. GAYLOR,
VICE-PRESIDENT OF THE BLACK MFG. CO , ERIE, PA.

BEARINGS

VOL. XVI

CHICAGO, OCT. 28, 1897

No. 13

ENGLAND'S ARISTOCRACY AWHEEL

Albert Edward Set the Example and All Nobility Followed His Lead—
Noblewomen Who Ride—The Cycling Resorts of London

Cycling among the aristocracy of England has come to stay, for since the example was set by Albert Edward himself all of the nobility have hastened to climb into the band wagon and get awheel. It is one of the leveling influences of the age, this cycling. Some years ago, when the old high bone-shakers were the only thing and only athletic youth rode them, one would hardly have predicted that long before the close of the century we should see not only the masses but the classes awheel—and the so-called swell classes at that; and not alone the merely swell classes, but the head and front of all swelldom—royalty itself.

Cycling Knows No Classes.

In most things fashion sets the pace, but in cycling the example came from the middle classes and spread both ways, up and down, and since it has become so general, we may not now say, when a shadow whirls by in the gloom, that it is prince or pauper, or has come from Windsor or Whitechapel. All ride now; at Windsor when they get the time, in Whitechapel when they get the price. From the Prince of Wales

down, riding is popular with the English nobility. From the gentlemen it spread to the ladies so that now we may say that cycling is an institution in that inner circle which decides the social destinies of England.

The Princess of Wales, who is now quite fond of the exercise, was inclined to be nervous in the first stages of learning, but after a few lessons and a trip or two on the road, she got on rapidly. She recently showed her interest in the sport by presenting a pair of silver candlesticks for a three-mile scratch race at Norfolk. The Duchess of Fife goes out occasionally. Early in her wheeling career she took a tumble on a road in the Highlands; luckily, a patch of soft heather broke the force of her fall and saved her from injury, but the shaking-up took something off the edge of her relish for the game.

Prince of Wales' Family Rides.

It may be said here that all the Prince of Wales' family wheel regularly. The Duchess of York is an expert of two years' standing. She does not go about much in the streets of London, as

she dislikes the jostling of the mob, but on the quieter roads of Richmond Park she takes periodical spins. She has been recognized as a graceful rider by many casual observers ignorant of her rank. When in Dublin last summer with her consort, the duchess frequented Phoenix Park, always accompanied by Lady Cadogan, the wife of the lord-lieutenant of Ireland, who lives in vice-regal splendor at Dublin Castle. In her youth, Countess Cadogan ranked as a daring horsewoman, and even today she is known as a strong cross-country rider. That training stood her in good stead when she took to the wheel, for although near fifty years old when she first set foot to the pedal, she is now quite clever. That the countess is born to excellence in great as well as minor things is evidenced by the graceful, tactful way she rules over the court at Dublin Castle and by the help she has been to her husband in his public career. The Duke and Duchess of York were the guests of Lord and Lady Cadogan while in Dublin last summer.

Somersets Are Pedalers Now.

Lady Henry Somerset, who is noted for her philanthropy and wide interest in public affairs, is a deeply interested member of the Lady Cyclists' Association and frequently takes a run on the road with her fellow-members. Last autumn she threw open her grounds and house at Reigate Priory to the association and entertained royally. Another prominent member of the Lady Cyclists' Association is the Countess of Malmesbury. She is a clever writer, as well as wheelwoman, and shows her interest in the association by entertaining the members occasionally.

The Duchess of Somerset rides quite a bit in London and the country nearby. It was she who made fashionable the practice of giving bicycle breakfasts by the artificial lake

in Battersea Park. The land about her country residence, Maiden-Bradley, is somewhat hilly and demands stiff pedaling here and there, but the duchess makes nothing of it in getting around. The original Duke of Somerset was brother-in-law (one of them) to Henry VIII. and uncle to Edward VI. This worthy nobleman lost his head after the usual fashion of those times. He had a big pull at court but he stretched his authority a trifle and the other star chamber members, shrewdly suspecting he had designs on the throne, caused him to be put in the Tower where he was given time to make his peace before they finished his promising career with an ax. Then the other council members ran things to suit their own loyal selves. It requires three and one-half pages in Burke's Peerage to detail the lineage of the illustrious house of Somerset. The coat of-arms includes six fleurs de lis (French fashion), three lions (English fashion), two wings of some bird (tips downward), one phoenix rising from the flames in the usual style, one unicorn (couchant) and a bull chained up. These, with many less swell devices, are blazoned on gold, silver, and azure backgrounds to perpetuate to future generations the ancient glory and proud service of the Somersets. The latest descendant of all this brilliant history takes a quiet morning ride on his wheel, even as you and I.

Has an Eye for Effect.

The Countess Nadelska and Lady Bruce made the trip from Edinburgh to London a wheel about two months ago. They did not hurry and made no new records and their party would not have been particularly noticeable, but that the countess, who has a great eye for effect, rode a high machine enameled in pink and with apple-green wheels. It is these little vagaries that prevent the cycling of fashion becoming a dull monotony.

Lily, Duchess of Marlborough, is a good cyclist. She was once our own Mrs. Hammersley, of Troy, N. Y. She is trying the joys of matrimony for the third time, now with Lord William Beresford, an ever-courageous man with a record of several bones broken on the hunting field, a Victoria cross won on the battlefield, and a sobriquet of "Fighting Bill." The adventures of the second husband, the former Duke of Marlborough, were once the marvel of the "sporty" crowd that trailed in his train. Mrs. Hammersley was the first American to win a duchy in the matrimonial market. Nowadays, her pile would not hold the pace, but in the days of the former master of Blenheim it was sufficient to pay all the freight.

Dunraven Eschews Yachting for Wheeling.

Lord Dunraven, owner of the Valkyrie when she raced the Defender for the America's cup two years ago, is now as enthusiastic over cycling as he ever was over yachting. To Dunraven all sport is good. Although deluged with unpleasant notoriety for his rather free criticisms of the managers of the international races, his countrymen generally upheld him, no less a sporting authority than the Prince of Wales backing his stand, if faint rumor be true. The effect of the squabble has been to kill cup-racing since.

Those two tarry salts, Lord and Lady Brassey, are on deck again, now with tales of wheeling in for southern lands. These two true blue sports, known the world over for their Sunbeam cruises, have tried all sorts of diversion, and now come out for cycling, a remote resort, one would think, for children of the deep. Down in New Zealand, where Lord and Lady Brassey were touring last spring, his lordship failed to impress the natives with his dignity, owing to his habit of taking a morning ride in an old blue serge coat, rusty looking trousers, and an immense

white, unfashionable helmet intended to protect his excellency's head from the rays of the warm southern sun. Lady Brassey riding behind was a much trimmer figure. After wheeling amid the gorgeous islands of the eastern seas, cycling in foggy England might strike one as frosty, but Lady Brassey says she is glad to be back home.

Two beautiful women, famous in London for their graceful riding, are Mrs. Alastair Hay and her sister, Miss Greville, daughters of Lord Greville. Miss Violet Hanson, the daughter of Sir Reginald Hanson, one time lord mayor of London, seems to be the champion gymkhana cyclist of England. This means that she can do better than any other girl certain acrobatic feats on a wheel which are hard enough for most of us to do with both feet on the solid ground. Last year she was the wonder of Hurlingham and Ranelagh, and this summer she won four prizes at one gymkhana at Marlow.

Hyde Park as a Cycling Resort.

Of public resorts in the vicinity of London, the most frequented by fashion is Hyde Park. Once the road by the Serpentine was a jam with wheels, but its day has departed. The best people were first driven away by the cheap hustling "push" always swarming after the swagger set. Only a few hopeful people waiting for a return of the former gayety go there now. The roads, too, in Hyde Park have been neglected lately, and riding there has become a liver-jolting experience more hygienic than agreeable. The bicycle teas of Battersea Park have gone the way of the Serpentine promenades. Rotten Row, the great byway of Hyde Park, known all the world over, will never lose its attraction for the public. It is so cosmopolitan; seemingly every nationality on the globe is represented in the great throng that surges back and

forth in the daily tide. All professions and grades of society may be seen here, their picturesque contrasts mingling to form a peculiarly striking ensemble. Hyde Park is one of those preserves formerly dedicated to royal pleasure. It is of about 400 acres, between Mayfair and Kensington Gardens. There are nine gates, all of which are closed at midnight. The popular entrance is the Cumberland gate on the northeast. Here is the magnificent marble arch which once stood in front of Buckingham Palace, where it had been erected at a cost of \$400,000 to commemorate the glory of Nelson. One famous statue in the park is that raised to the Duke of Wellington. This was cast from the metal of twelve cannon captured from the French at Waterloo and elsewhere. It is a source of much pride to the English, and a visiting cyclist is apt to be asked to slow his pace while his British guide descants on the glory that clusters around its homogeneous twelve parts.

Richmond Park Attracts Thousands.

Since the invasion of Hyde Park by the mob, a great many wheelmen have taken to other places. Richmond Park is a magnet to thousands. Just before entering the park is encountered a terrace, from which a grand view may be had of the valley of the Thames. On a moonlit night, the river, as it winds its way toward Windsor, flashes like new silver tubing. At the famed Star and Garter, close by the gate, refreshments may be had and care for the wheels, if wished. The roads are not of the best, but they are found sufficiently good for pleasure by the crowds which come and go over them Saturdays and Sundays. A famous residence that may be viewed here is White Lodge, where the queen stayed in seclusion for three weeks after the

death of her mother, the Duchess of Kent. The lively Prince of Wales lived here at one time. The Duke and Duchess of Teck have dwelt here for years, and the Princess May, who is generally adored for her benefactions, spent all her youth here. Pembroke Lodge, originally given to the Countess Pembroke by George II., is near Pembroke gate.

Smaller Recreation Grounds.

Regent's Park, of nearly 500 acres, containing the gardens of the zoölogical, botanical, and archery societies, is a resort for cycling pilgrims. A broad drive, known as the Outer Circle, surrounds the park. Primrose Hill, to the north, commands a fine panorama of London. Whitton Park is open only to members, who, however, may obtain club privileges for a friend on payment of a shilling for the day. There is a bicycle track and promenade, lawn tennis, billiards, an excellent table d'hôte, and all sorts of entertainment. Another popular trip this summer was to take in the route of the Jubilee procession, easily to be distinguished by the gorgeous decorations that long trailed in the wake of that august occasion.

There are many execrable roads about London, the rutty, worn, wooden pavement being a feature, but there are good roads enough to furnish wheeling sufficient for the ordinary rider. Of course, the very fortunate people who possess spacious grounds in rural England, or preserves in the Highlands, have it in their power to take their cycling in a seclusion with which the public may not interfere, but even thus they weary of retirement and prefer to come out at times and mingle with the thick and undistinguished streams that meander through the great pikes and parks of old England. J. B. CONNOLLY.

NEWS IN GENERAL

BALD LAYS THEM LOW.

The Champion of the Circuit Leads Loughead and Eaton Over the Tape at Atlanta—
Loses to Walthour.

Atlanta, Ga., Oct. 25.—Fully 5,000 people attended the four-cornered match race between Fred Loughead, E. C. Bald, Jay Eaton, and Bob Walthour last Wednesday night. It was run in heats, as follows: Eaton vs. Walthour, Bald vs. Loughead, Eaton vs. Bald, Walthour vs. Loughead, Eaton vs. Loughead, and Walthour vs. Bald.

The race was not counted on points. The man winning three straight heats was to be declared winner, but no one in the race did this, and two extra heats of a half-mile each were run, the first between Bald and Eaton for first and second money, and the second between Walthour and Loughead for third and fourth prizes.

Eaton Defeats Walthour.

The first heat, between Eaton and Walthour, created much excitement. Eaton won the choice of position in the toss, which meant if he took the pole he must catch the tandem, so he took the outside. They led off at a merry clip, Eaton sticking close to Walthour. When the tandem dropped out Walthour jumped into a terrific sprint, Eaton sleighriding until the backstretch was reached when he jumped his opponent and attempted to take the pole from him but was unsuccessful. When they entered the homestretch, Walthour was a little in the lead, but Eaton passed him just at the tape, beating him out by about three inches. The time was 2:02½.

The second heat between Bald and

Loughead was also a very fast one. Bald secured the pole and caught the tandem. When the pacemakers dropped out there was a pretty, hard-fought sprint down the straight. But the "White Flyer" was a little too much for the Canadian and beat him out about a foot. Time, 2:05½.

Bald Wins From Eaton.

When Bald and Eaton appeared on the track for the third heat there was thunderous applause from the grand stand. Bald won the toss-up and took the pole. He caught the pace and hung tight, Eaton sticking close to him. When the tandem dropped out, Eaton came out from behind like a shot, but Bald jumped and tacked on. In the backstretch the "Cannon Ball" tried to pass the "Indoor King" and get the pole but failed. Entering the homestretch, Eaton swung wide the merest trifle, but Bald took advantage of it and squeezed through on the pole hitting his shoulder against a post but not hard enough to slacken his speed any. He came down the stretch like a cyclone, passing Eaton and finishing about six inches ahead. Time, 2:07¾. The spectators went wild and cheered deafeningly.

In the next heat Loughead gained his first victory, and it over Walthour, the pride of Atlanta. Loughead won the toss-up and caught the tandem, and when the tandem dropped, Walthour started the sprint, but Loughead was right after him and passed him easily on the backstretch and finished about eight inches to the good. Time, 2:10¼.

The fifth heat, between Eaton and Loughead, resulted in another victory for the "Indoor King." In the

sprint, Loughead ran wide on the lower turn entering the stretch, and Eaton, having the pole, beat him out about a foot. Time, 2:10 $\frac{3}{4}$.

Walthour Outsprints Bald.

As the race now stood, the next heat, between Bald and Walthour, would be a deciding one. If Walthour should win, it would be a tie for first and second money between Eaton and Bald and also a tie between Walthour and Loughead for third and fourth money. The people anxiously awaited the start of this heat and the riders were cheered loudly when they appeared. Bald won the toss and caught the tandem and they started off at a good pace, Walthour following Bald closely. In the sprint, when the backstretch was reached, Walthour made a tremendous effort to pass Bald and to get the pole but was unsuccessful, and on the lower turn he crowded Bald all the way around, their shoulders rubbing. Walthour made another jump entering the stretch and came down the straight about a foot in the lead, finishing about six inches ahead. Time, 2:07 $\frac{3}{4}$. This necessitated the two deciding heats, and after a ten minutes' intermission, which was occupied by the enthusiastic crowd with cheers and applause, they were run off.

The Champions Take the Finals.

The Bald-Eaton half-mile heat resulted in a very pretty win for Bald, who simply sprinted away from the "Indoor King" and beat him out nearly a wheel length in 1:06 $\frac{1}{4}$.

The Walthour-Loughead half-mile heat was an easy victory for the Canadian, who beat Walthour out about a length. Time, 1:02 $\frac{3}{4}$.

The programme was concluded with a tandem race between the following teams: Bert Repine and "Kid" Spier, "Amy" Elliott and Brooks Kline, Eli Winesett and John Chapman, and Jim Walthour and Russell Walthour.

This was run in three heats, Repine and mate, and Winesett and mate qualifying for the final, which was won by Winesett and Chapman in an easy manner in 2:07.

P. D. W.

A BOY WONDER.

Fifteen-Year-Old Harry Gibson Makes Two Remarkable Records at Chester Park Track.

Cincinnati, Ohio, Oct. 25.—Harry A. Gibson, a fifteen-year-old boy of this city, has just established mile



HARRY GIBSON.

and half-mile world's records for boys. Chairman Mott has allowed the records. Gibson has been riding for several seasons and has met and defeated all the best amateurs of Ohio, Indiana, and Kentucky. His riding this year has been truly wonderful for a boy and competent judges have

pronounced him to be a "comer." He is very small for his age.

Gibson was present during the trials of Sidwell the fore part of this month and rode behind him in practice in 1:47 $\frac{1}{2}$ for the mile. Harry at once wrote Chairman Mott for a sanction to go for records, which was granted this week. Paced by two quads and before competent officials and witnesses, Gibson rode a mile in 1:49 $\frac{1}{2}$, and a half-mile in :52 $\frac{3}{4}$. The little rider is confident that he can knock five seconds off this time and will give it another trial before the season closes. Gibson rides a Dayton, which his father had built especially for him, as the regular models were considerably too large. He has won every boy's race in Ohio and this vicinity this year.

Lack of pacemakers and bad weather kept Harry M. Sidwell from making any new world's records last week at the Chester Park track. He, however, again tied several world's records, including the mile.

Ohio Division Election.

The election of the Ohio division was held last week, and the ticket which was nominated at Columbus last July was elected without any opposition. The new officers of the Ohio division are as follows: Chief-consul, William D. Kempton, Cincinnati; vice-consul, Arthur E. Chase, Toledo; secretary-treasurer, W. C. Munro, Cincinnati; representatives-at large, Charles F. Williams, Cincinnati; Milton G. Gill, Toledo; S. W. Miller, Columbus; J. M. Finch, Dayton; G. L. Ralston, Cleveland; board of electors, Charles M. Mears, Cleveland; E. L. Bergman, Chilli-cothe; D. R. Ballmer, Fostoria.

C. F. W.

DORNTREE'S MAIL INTERVIEWS.

New England L. A. W. Member Secures the Opinions of League Members and Amateurs on Leading Questions.

New York City, Oct. 25.—George

W. Dorntee, New England member of the racing board and the regular nominee for chief-consul of the Massachusetts division, L. A. W., has been conducting a very interesting experiment. He sent out the following questions to 500 leading members of the league in Massachusetts:

1—Should bicycles be carried free on the railroads as personal baggage?

2—Should wheelmen vote only for those who favor good roads?

3—Should the the L. A. W. prohibit road racing?

4—Should the L. A. W. continue to control and regulate bicycle racing?

5—Should wheelmen who race be registered with the racing board?

6—Should professionals be admitted to membership in the L. A. W.?

He received 262 replies, and the following table gives a most interesting tabulated story of how many of the prominent Massachusetts league members feel on these important topics:

Question.	Yes.	Qualified yes.	No.	Not voting.
1	234	8	18	0
2	229	13	16	4
3	126	10	114	12
4	218	4	38	2
5	219	4	26	13
6	216	2	43	1

How the Amateurs Feel.

What is probably of more interest to many are the replies which came back from the following questions sent to 500 amateurs, from which 388 answers were received, about one-third of them being from riders who were not league members. The questions follow:

1—Are you in favor of registering every man who wishes to compete in a cycling event?

2—Should professionals be allowed to join the L. A. W.?

3—Should road racing be abolished?

4—Should promoters be compelled to make a deposit for the purpose of

making good the advertised value of prizes.

The answers follow:

Question.	Yes.	No.	Not Voting.
1	296	72	20
2	298	74	16
3	78	294	16

These replies are most interesting as they show several things: First, that the racing men themselves are in favor of being registered; also of professionals being admitted to league membership, and that road racing should not be abolished. Mr. Dorntee's enterprise in getting the sentiment of the racing men in New England will no doubt have great influence on the national assembly at St. Louis this coming February.

A. R.

BOUHOURS GETS IT.

After a Hard Fight, the Middle-Distance Man
Lands the French 100-Kilometer
Championship.

Paris, Oct. 15.—The 100-kilometer championship of the Union Vélocipédique de France, which was ridden off last Sunday at the Auteuil track, brought out but four riders. As was generally anticipated, Bouhours, who recently lowered the record for that distance, won the event and proved once more that on 100 kilometers it would be hard to find his match. He followed the pace with a surprising facility, and never once asked his pacemakers to ease up.

Nevertheless, it was no snap for him, as the close proximity of the second man at the finish tended to show. The courageous Bourotte clung to his rear wheel like a leech. Owing to a bad pickup in the last lap, he lost contact with his pacing machine and finished 100 meters or so behind Bouhours. The fine performance of the "rollicking frog," as Bourotte is called, places him on the same standing as Chase, Walters, and Champion.

Digeon, a new-comer, finished third. It was his first appearance in public,

and his excellent showing gained for him the sympathy of the crowd. He made things warm for his opponents at the half distance and forced Bouhours to ride at a record pace. Being comparatively green at the racing game, he, on more than one occasion, exerted himself unnecessarily. He, however, possesses wonderful staying powers, and when he has acquired a little more experience in racing tactics, he will make it hot for some of the middle-distance cracks. Taylor's performance was inexplicable. The vanquisher of Linton, Bouhours, Champion, and other celebrated stayers, made but a poor showing. During the first few kilometers, it looked as if the young crack was going to ride circles round his opponents. Then he suddenly collapsed, and although he remained on the track, the other three riders knew they had nothing more to fear from him.

The Syndicate's Meet.

The meeting at the Seine track, organized by the Racing Men's Syndicate, was not a success from a financial point of view. For some reason or other, the public failed to "catch on" and the attendance was very poor. The gate amounted to some 1,800 francs only, and, after deducting all expenses, there remained a sum of about 460 francs to be distributed among the winners of the different events. Nossam, who won the principal event, was allowed 124 francs as his share. The racing, however, was of a very interesting kind, and should have attracted a much larger crowd. The one-fourth-mile handicap was won by one of the limit men, Govin, who was given a start of seventy meters. Fréville, another limit man, was second, and Gascoyne, scratch, third. The English crack rode a splendid race, but the limit men were given too long a start and he failed to catch them. In the scratch event, Gascoyne allowed himself to get pocketed in

the last bend, and could do no better than finish fourth. Nossam proved the winner, and Piette and Mercier took the second and third places. Nossam has been out of training for some time, but class told, and he managed to pull off the race without much trouble. The tandem event went to the Belgian team Depage-Deleu after a hard tussle with Domain-Prevot.

Pot-Hunting Crackajacks.

The presence of Lambrechts, Gougoltz, Lamberjack, Champion, Henneberg, etc., at Geneva last Sunday attracted a large crowd. The weather was splendid and the meeting proved a big success. Gougoltz won the international, followed by Lamberjack, Champion, and Lambrechts in the order named.

Morin raced at Amsterdam, but he would have done better had he stayed at home. He returned to Paris all covered with bruises, the result of a spill, and with a stiff leg which will probably prevent him from taking part in next Sunday's Grand Prix de Roubaix. According to Morin, the Prix de la Reine ought to have been won by Willi Arend. Protin was not in good trim, neither was Jaap Eden. As he (Morin) had no chance to win on such a small track, there remained but one to pull off the event and that one was Arend. Unfortunately, the world's champion was disqualified on a protest entered by Jaap, who pretended he had been fouled by the German. Morin's opinion is that the Dutchman's claim ought not to have been admitted. He says Arend was in the front when the sprint commenced and he kept a clear lead on the field right up to the tape. It was quite impossible for him to foul anybody. But Jaap was riding in his own country and the officials were anxious that he should win. The Dutchman, however, failed to qualify for the final, which was won by Protin.

Lesna is back in Paris and is look-

ing stronger and better than when he left France. He is delighted with his trip to Australia and to the States and speaks in glowing terms of the magnificent receptions extended to him in both these countries. He says he was not in the best of health when he met Michael, otherwise he would have done better. He does not think he could have defeated him, but he would have been closer to him at the finish had he been in good condition. Lesna's trip has left him a net profit of \$10,000. He intends to rest until the spring when he will probably pay another visit to Australia. At all events he will go to South America for a month or two.

On the 10th instant, Cordang made a fifty-mile exhibition ride on the Maastricht track, Holland, in the presence of an enormous crowd. He was paced throughout by a French electric triplet and covered the distance in 1:43:33 $\frac{4}{5}$. Cordang lowered several Dutch records and was loudly cheered by the spectators.

Huret Must Pay a Fine.

It will be remembered that in this year's Bol d'Or race Huret quit at the sixth hour under the pretext that he was ill and unable to continue. The real reason, however, for his giving up the race was that the firms whose wheel and tires he was riding would not consent to pay him the premium he demanded in the event of his shattering the record. Huret was, naturally, the great attraction. The field was a poor one and the only interest lay in the hope that the great stayer would crack the record. Owing to his refusal to finish the race, the management lost heavily over the venture. The Dunlop and Gladiator concerns both sued Huret for breach of contract and claimed a large sum for damages. The case has just been tried and Huret has lost the day. He has been sentenced to pay 6,000 francs damages for breach of contract, and costs. He has appealed, but he

nevertheless pulled a long face when he found the case had gone against him.

A Draconian campaign has just been commenced against cyclists in Paris. Some weeks ago, Monsieur Lépine, préfet de police, issued an order that all cyclists riding without bells and plates with their owners' names attached, and at night time without lamps, were to be mercilessly pounced upon. A night or two ago, a sort of raid was organized. Special agents were placed at the foot of the Champs Elysées just as the cyclists were returning from their afternoon ride in the Bois de Boulogne. In less than an hour, sixty luckless cyclists were nabbed. The machines which were without plates were taken from their owners, and not restored until undoubted proprietorship was proved. In the case of the others, they will have to pay the fine their offense calls for at a later date.

Fast Riding.

Five hundred meters (about 555 yards) in $29\frac{3}{4}$ seconds. The kilometer in $59\frac{1}{4}$ seconds. Such is the remarkable performance accomplished yesterday afternoon at the Auteuil track by young Lombard, a new rider, who hails from Amiens, in the north of France. Taking advantage of the presence of the official "clocker" at the track, and of Pingault's electric tandem, young Lombard made up his mind to go for the world's mile record. For the first 500 meters, which he covered in $29\frac{3}{4}$ (previous best $30\frac{1}{4}$ by Jacqueline) he appeared to be riding without effort, but the terrific pace soon began to tell on him and at the kilometer he was a "dead one" and obliged to sit up. He, nevertheless, chipped off $1\frac{1}{2}$ seconds from Johnson's time for the kilometer made July 20, '96, at the Catford track.

This is the first time that a kilometer has been covered, officially, in less than one minute. It is evident

that Hamilton, Stocks, and one or two others, in their attempts at lowering the mile record, have ridden 1,000 meters in less than 60 seconds, but their times for that distance were never taken in an official way.

J. H. COLEMAN.

OMAHA OUT OF IT.

She Withdraws Her Application for the '98 League Meet—Reasons for This Step.

Omaha, Neb., Oct. 25 —Chief Consul O'Brien has written the following letter:

To all delegates of the national assembly: I beg to hereby advise you that Omaha has withdrawn her application for the national meet for 1898, and I wish to release all who pledged their support to Omaha. Thanking you all for your kind support, I remain,

Yours fraternally,

D. J. O'Brien,

Chief-consul.

This notice was issued, for the reason that many wheelmen in various parts of the country have written Mr. O'Brien, asking what steps the wheelmen of Omaha were taking to secure the national meet for '98, and if Omaha was prepared to handle the meet if selected as the place for holding it.

While the letter may be quite a surprise to many wheelmen of Omaha and vicinity, it is not to those who have been keeping themselves posted in regard to what was being done, for it has been plain for the past three months that Omaha would have a white elephant on her hands if she did succeed in getting the meet. The reasons for making this statement are several. In the first place, the wheelmen of Omaha are not prepared to build a third mile track, such as we would have to have, without getting assistance from the business men of the city. With the Trans-Mississippi Exposition on their hands for next year, and over one hundred conventions booked for Omaha in '98, the merchants did not feel that they

could afford to make pledges of more money. The wheelmen realize what a big thing such a meet would mean for Omaha, and how much money would be spent by those who came here from all sections of the country, but the merchants fail to see it in that light and are apparently satisfied if they can properly entertain those conventions which are already booked for Omaha next year.

The Omaha '98 National Meet Club was organized last spring, the intention being to incorporate and issue stock to the extent of \$25,000, if necessary. It was plainly stated that no call would be made until one-third of the amount was subscribed, but before 600 shares had been taken the club issued a call for the first assessment; it secured the state meet and through bad management lost money on it, coming out about \$400 behind; then it tried to give a race for the purpose of paying off this indebtedness and again went under, being unable to pay the prize money, which resulted in the club being blacklisted by the L. A. W. To sum the whole matter up, Omaha has no track which could be used for a national meet; the citizens are not willing to pledge themselves for any specific amount; the organized wheel clubs are not in a position, financially or otherwise, to feed the elephant, and the majority of the wheelmen do not take any interest in the matter, one way or the other, being perfectly willing to stand by the side of the road and watch a few of the old reliables push the cart to the top of the hill. J. D. HOWE.

HUNDRED-MILE RECORD SMASHED.

Palmer Cuts Several Seconds Off the Century—London County Club on Its Last Legs.

London, Oct. 16.—At a recent meeting of the court of common council there was some discussion, raised by the assistant commissioner

of police, on the increasing difficulty of controlling cycle traffic in the very congested city thoroughfares during the business hours of the day. No definite decision was arrived at, but the general feeling was in favor of some restrictions being imposed by the city police upon the circulation of wheelmen. The subject has been seized upon not only by writers on the general press, which finds a plentiful source of copy nowadays in chronicling the petty mishaps to cyclers throughout the kingdom, but also by cycling journalists. For example, Montagu (G. Lacy Hillier) in *Sporting Life* confidently announced on Wednesday that it was the intention of the city police to endeavor to make cyclists walk their machines through certain thoroughfares during certain hours of the day. Other writers have assumed that cycles will not be permitted within the city limits between nine a. m. and six p. m. On all hands the threatened restrictions are viewed with keen opposition as likely to prove a hardship to those workers who use bicycles to ride to and from their business, and the opinion is freely expressed that the N. C. U. and the Cyclists' Touring Club should unite in forcibly opposing the expected regulations. Finding the feeling of suspense by no means satisfactory I called at the chief office of the city police on Wednesday and had an interview with the chief clerk, John Whatley. To my relief he assured me that so far from any regulations having yet been drafted, the chief commissioner had not given the subject any consideration. So for the present, London cyclists are safe, although the situation is still attended by anxiety.

Scorcher Fined.

W. J. Neason, the road racer, was fined \$10 and costs by the Reigate magistrates for furious riding in connection with his recent record ride to

Brighton and back. He was charged with riding at twenty-one miles an hour and the chairman in passing sentence spoke some home truths respecting the commercial methods of a certain cycle firm, thus showing an appreciation of the "inwardness" of the subject. He threatened a steady increase in the amount of the fines until the practice was stopped, and warned riders that sooner or later some unfortunate who could not pay his fine would probably be sent to prison. Not a single cyclist charged at Reigate has escaped payment of a fine.

Other Offenders.

Harking back to London city again, it is stated there have been forty-seven convictions of cycling offenders this year before the city court. In forty-two cases persons were fined for riding to the common danger, and in five cases the penalties were for wheeling a cycle on the footway. The fines ranged from twenty-four cents up to \$10, accompanied by alternatives of imprisonment up to fourteen days. Most of the offenders have been youths and novices—the latter guilty of ignoring the rule of the road. Out of eleven persons charged with furious driving last Tuesday, only one was a cyclist—a youth who had had his bicycle for a week. He was arrested by a constable for riding at a fast pace along the wrong side of Aldgate, and was fined sixty cents and costs.

R. Palmer, whose only performance of note this year has been the breaking of the Brighton record, made his reappearance on the path at the Crystal Palace on Thursday. Palmer made a successful attempt on the 100-mile world's record of A. E. Walters, whose times he beat from ninety-five miles to the end. Going on, Palmer effaced the recent figures of Cordang, which were not world's records up to 111 miles, and broke Cordang's first world's record, viz., 112 miles in 3:53:11 $\frac{1}{2}$. Palmer

covered this latter distance in 3:52:20 $\frac{1}{2}$. A comparison of Palmer's times from ninety-five to 100 miles, with the former world's records of Walters is appended:

Mls.	Holder.	Time.	Holder.	Time.
95—	Palmer.....	3:15:04 $\frac{1}{2}$	Walters.....	3:15:22
96—	Palmer.....	3:17:06 $\frac{1}{2}$	Walters.....	3:17:33
97—	Palmer.....	3:19:12 $\frac{1}{2}$	Walters.....	3:19:40 $\frac{1}{2}$
98—	Palmer.....	3:21:15 $\frac{1}{2}$	Walters.....	3:21:48 $\frac{1}{2}$
99—	Palmer.....	3:23:19 $\frac{1}{2}$	Walters.....	3:23:58 $\frac{1}{2}$
100—	Palmer.....	3:25:21 $\frac{1}{2}$	Walters.....	3:25:53 $\frac{1}{2}$

Yet again has the Brighton-and-back record been broken. P. Wheelock and G. Fulford rode the 104 miles, yesterday, on a tandem in 4:54:54, beating the previous best by the Brothers Franks, who also rode a tandem, by 6 minutes, 2 seconds. F. T. Bidlake timed.

W. R. Waring, of the Sutton B. C., succeeded on Thursday in beating the Liverpool to Edinburgh road record on a safety by thirty minutes, completing the 220 miles between the two towns in 14:33:00.

It is no longer a secret that the London County C. & C. A. will be wound up in the near future. This is a pity, considering the success gained by the club in the past. The Cuca cup and Dibble shield, together with the club's good will in these races, will be disposed of.

As might have been expected, there is a proposal on the agenda of the forthcoming N. C. U. council meeting to abolish all pacing in amateur races. Of course, the amateur pacing rules have broken down badly, but I think Hillier is right in his contention that if pacing be abolished amateur distance racing will die out. He advocates allowing riders to avail themselves of the assistance of fellow clubmen and friends, and to sternly forbid the advertisement of amateurs' wins.

The long-talked-of conference between the Dunlop Tire Co. directors and a deputation of the N. C. U., consisting of Messrs. Todd, Turner, and Britten, took place yesterday, but the results have not yet been revealed. The object of the deputation was to

induce the Dunlop directors to cease subsidizing amateurs.

C. W. HARTUNG.

DEMAND BETTER STREETS.

Denver Cyclists Want the City Officials to Put the Thoroughfares in Shape—The Wheelmen's Ticket.

Denver, Colo., Oct. 22.—The biggest movement of wheelmen that was ever started in the far west is that now fairly launched in Denver. Within a month there will be presented to the city council and board of public works petitions containing the names of from 12,000 to 15,000 signatures of cyclists, demanding that the streets of the city be put in condition approximating what they should be in a city of 150,000 people. If the officials do not do that there will be a political revolution at the next election.

For ordinary traffic the streets of Denver are fairly well paved and cared for, there being several miles of asphalt and as much more of stone. Besides, the earth itself, owing to the dry climate, makes a good enough street for ten months out of the year if it is properly cared for. The bicycle in its general use has raised the standard of good roads so that what was good enough ten years ago may be hopelessly inadequate now. And this fact is just beginning to be understood. The principal grievance of the wheelmen at this time is against the street car companies which have allowed their tracks to become veritable traps for bicycles. In scores of places the rails are elevated so far above the level of the street that they are almost impassable to light bicycles, while the stone paving between the rails offers pitfalls without number. For a long time the cyclists have endured, but now they demand something better. All the wheel clubs of the city have adopted strong resolu-

tions, the Colorado division of the L. A. W. is taking up the fight, the Associated Cycling Clubs are urging improvements, and all over town there are petitions that are being signed at the rate of 500 names a day.

The Wheelmen's Ticket.

The wheelmen's ticket is not getting on very well. In fact, it has been thrown out by the county clerk, and there is no wheelmen's ticket except that originally put in the field and containing only the name of John C. Twombly as candidate for county commissioner. In the beginning the purpose was only to show how the cyclists felt toward so zealous a friend of good roads as Mr. Twombly. But presently some leaders of the wheelmen saw possibilities of larger undertakings, and after some discussion among the clubs, the nominating committee of the Associated Cycling Clubs was authorized to fill out the ticket if it should be deemed wise. The committee deemed it wise, and then began a contest among the political parties to capture the ticket. In the end nearly every party was represented on it, and the mongrel and unnecessary ticket pleased nobody. The Denver Wheel Club growled, but did not take any official action. The Arapahoes, after a lively discussion, indorsed the whole ticket. The Ramblers repudiated it, and there was prospect of a pretty mess when County-Clerk Le Bert settled the whole business by throwing out the ticket on the ground that the petition by which it was nominated contained the names of a number of persons who signed other tickets. So the wheelmen are back where they started, with only one candidate. His election is assured.

The Denver Wheel Club track shows some signs of animation once more. Walter C. Sanger, W. W. Hamilton, and W. H. Vaughn, an Illinois rider, are there training for records. Sanger wants the third,

half, and mile unpaced. He says he is surely going to quit racing, but wants to put these three unpaced records down to where they will not be touched for some time. Hamilton is after the unpaced records from five to twenty five miles. Both are riding for the Lindsay people. Vaughn thinks he can get some of the short-distance unpaced records.

E. A. B.

POTTER OPPOSES SUNDAY RACING.

President of the League Makes a Statement Regarding the Question—"Bicycle Haters" Still Exist.

New York City, Oct. 25.—After maintaining a sphinx-like silence for a long time, President Isaac B. Potter, of the L. A. W., has come out with a statement in regard to Sunday racing that should settle the question in the minds of those who advocate that end of the sport. To a Bearings representative, Mr. Potter placed himself on record last week as being strongly opposed to bicycle racing on the Sabbath, either throughout the country or in any particular state. Personally he said he did not care whether Sunday racing took place in California or any other state, but he could not see where the league could better itself by sanctioning the same over the entire country. He thought the sentiment of the "good" people was too strong to permit of such a thing, and his declaration settled the most momentous question that has confronted the big organization. When told that Sunday was a real holiday in some of the western states, the president said the only thing to do was to make a strong effort to have the Saturday half holiday law enforced over the entire country. As regards the question of local option on the matter, he did not seem to think the plan a feasible one.

"I can not see where the recognition of the Coast Association by the Canadian Wheelmen's Association

will cause any strained relations between the latter body and the L. A. W." said the league's chief executive, when asked. "The league has no fight with the C. A. C. C., as all the fighting has been done by the coast organizations. It might be better that the C. A. C. C. should attempt to sanction and control Sunday racing in that vicinity, in order to satisfy the discontented element, than for the California division to be constantly squabbling with all the elements that compose it. At the same time I am unequivocally opposed to the league taking part in the Sunday racing argument."

President Potter has left for a trip that will take him through Philadelphia, Baltimore, Cincinnati, Indianapolis, Chicago, and Milwaukee. In each of these places he will attempt to stir up the local organization idea, as exemplified by the work of the local consulate of this city. He claims his trip will have no bearing on league politics.

"Bicycle Haters" Still Exist.

The "bicycle haters" have been getting in their fine work to such an extent of late, that the officials of the league and associated clubs, as well as the newspapers have raised a shout and will proceed to have them punished. No less than four cyclists have been killed during the past two weeks through the carelessness of some of the drivers of wagons. And in some cases it was declared to have been from pure wantonness. In one case the driver of a coal cart was on the wrong side of the street and deliberately rode over a lad who was quietly wheeling along on the side of the road where he had a right. The action has aroused indignation in every quarter, and a charge of homicide has been brought against the "bicycle hater," who, it was thought, had become extinct by this time. A crusade against such men will begin, and no mercy will be

shown them. The New York consulate has had thousands of copies of the rules of the road printed, and is sending them to all the firms of this city who employ drivers, so there can be no excuse of ignorance of the road laws offered.

Caught the Thief.

For some time past the Brooklyn Bicycle Club has been annoyed and troubled over the loss of the wheels of some of the members, and at last has been able to catch the offender. He is one of the club members, it is claimed, and is reported to have been possessed of considerable means. Collins is his name, and if allowed to stay out of jail much longer, he would have developed into a criminal of the highest order. His mode of procedure was unique and cunning. He was looked upon as the president of the "Millionaires' Club," an organization among the members, which was composed of some of those who never worked and still looked prosperous. And it was little wonder that he looked prosperous, considering the manner in which he obtained that same prosperity. He was always the last to leave the clubhouse at night, and it now appears that he often carried off somebody's wheel with him, which he failed to return. When the cry of thief was raised he was one of the first to volunteer his services to find the criminal, and when detectives were employed, even went so far as to give advice as to the manner of catching the offender. One night, however, the officers adopted a plan, which they did not disclose to Collins, and which resulted in his being caught. They hid a man in the closet of the wheel room and this man saw Collins come to the room and take the wheel of his best friend. He was allowed to carry it away but was arrested after he had finished a century run on the following day. When cornered, he broke down and, it is said, confessed to the

theft of all the machines that had been missed, and he will now have time to reflect over his misdoings in jail.

A Cycle Path on Brooklyn Bridge.

The use of the trolley over Brooklyn bridge will so reduce the width of the now narrow roadway that something will have to be done to accommodate the cyclists. The best plan that has been broached calls for cycle paths over the railroad tracks, and it is not unlikely that the bridge trustees will give the matter the attention it deserves and possibly erect the path.

Owing to the fact that one of the substitutes on the team was not a member of the club, and paying dues as such, the South Brooklyn Wheelmen have been disqualified by the race committee of the Associated Cycling Clubs of Long Island, and the trophy, representing the team championship of the island will therefore go to the Kings County Wheelmen, who finished second. As the substitute was not used, the South Brooklyn Wheelmen won the cup on the merits of its riders, and the K. C. W. has been sportsmen enough to refuse it under the circumstances, and the race will likely be run over.

Starbuck and Michael Matched.

After considerable talk a match has been arranged between Jimmy Michael and J. Frank Starbuck, to be run off at Madison Square Garden on the night of Thanksgiving. It will be a twenty-five-mile contest for a purse of \$2,000, seventy per cent to the winner, and each man will be allowed twelve tandem teams to carry him through. A nine-lap track is being constructed for the race, under the supervision of Charles Ashinger, the old-time rider, and as it will be built for speed, it is not unlikely that some of the indoor marks will be bettered.

Among the papers read at the annual convention of the Carriage Builders' National Association held

here last week, was one entitled, "The Bicycle as affecting the Carriage Trade," by Morris Woodhull, of Dayton, Ohio. He rehearsed the wonderful growth of the bicycle business, but declared that the carriage trade had suffered only as a hundred other trades had suffered, namely, through the sudden diversion of money from the channels in which it had been wont to go. He said: "As regards the actual substitution of the bicycle for the carriage, there has been such substitution only to a limited extent, and the harm done to our trade is nominal. The people who formerly used carriages still use them and almost every bicycle rider hopes some day to have a carriage. The bicycle has undoubtedly come to stay."

AL. REEVES.

PRESIDENT POTTER INTERVIEWED.

The League Executive Talks Interestingly
About the California Associated
Cycling Clubs, Etc.

Chicago, Oct. 27.—I. B. Potter, of the League of American Wheelmen, arrived in Chicago today for the purpose of attending the banquet of the Chicago Cycling Club in celebration of the eighteenth anniversary of the formation of the club. Talking with a Bearings representative, Mr. Potter stated that he had just come from Cincinnati, where he had been attempting to look up Treasurer Clendenning and to find out why the latter had not answered correspondence and why he had not paid League bills. His search was without result, however, as the best satisfaction he got was the information received that Clendenning was in Wyoming. When questioned about politics, Mr. Potter said: "It is all too early to talk about national politics. It takes the president three months to get into harness properly, and it is not proper that with only one year as his term of

office, he should start in on a political campaign four months before election, leaving less than half the year in which to devote himself to the affairs of the league."

On the matter of Illinois division politics he was noncommittal, avowing that he knew little of the situation, and saying that the members of the division should be capable of electing good officers without outside interference. In regard to the indebtedness of the division, he said: "It is unfortunate that Illinois is so deeply in debt, but the fact should cause no uneasiness, for the national body will stand behind the division and see it through."

When questioned concerning the California Associated Cycling Clubs, he expressed himself to the effect that the L. A. W. had no fight with the C. A. C. C.; that the latter was an organization that controlled racing and other matters on the coast the same as the L. A. W. does in the rest of the country, and that there should be no fighting, and that all that had been done in the fighting line had been done by the C. A. C. C.

Speaking of his foreign trip he said that it had been an extremely pleasant one and that in the way of league work he had been looking after the matter of duties on the wheels of traveling wheelmen. "There are clubs similar to the L. A. W. in all the countries that I visited," he said, "but I did not attempt to work with the clubs. The trouble is that a tourist has to make a deposit covering the import duty, varying in different countries, when he enters the country. Of course, it is expected that this deposit will be returned when he leaves the country, but to obtain it he has to put in nearly a day following red tape formalities, which are aggravated when the traveler does not speak the language of the country. The result is that hundreds leave without collect-

ing their deposits. Now, I have worked through the diplomatic departments on the idea of having our government act as guarantor of all duties on wheels that are taken into foreign countries by tourists and not again taken out. I have represented to the foreign representatives that the money left on deposit would often be spent in the country and the country benefited thereby."

"There will be a good roads bill introduced into every state legislature that meets this winter," he said in answer to a question.

He stated that, in his estimation, the question of the league giving up control of racing would not be again brought up. It was brought up before by the New York division for the reason that the large amount of talk in the newspapers of the country gave the idea to newer riders that the L. A. W. was merely a racing organization, and that such impression interfered with recruiting and the more important work of the league.

When asked to what he attributed the lack of interest in the L. A. W. in Illinois and its small membership as compared with that in his own state, New York, he said, "The conditions here have doubtless been unfavorable. When New York took its great start in growth the conditions were favorable, conditions which included a full treasury. When I was elected chief-consul I spent all the money in the treasury in four months and then it began coming in again with a rush. There are good times ahead for Illinois."

CHICAGO NEWS NOTES.

Chicago, Oct. 27.—The triple-century record of 34:34:00, made by John Hoffbauer, October 16 to 18, was reduced to 34:18:00, last Saturday and Sunday, by Emil Schuler, of the Morse C. C. Exclusive of rests, his actual riding time was 29:58:00. He started Saturday at 6.50 a. m.

and rode the first seventy-five miles unpaced, going by way of Waukegan to Wheeling, where he was met by George Monk, who paced him to Chicago. The first century was finished in 8:35:00, and after resting an hour and a half, Schuler started on the second at 5.05 p. m. Riding unpaced in the dark, he completed the 100 miles in 11:50:00, finishing at 4.45 Sunday morning. Although not feeling the effects of the ride much he waited until 7.30 before beginning the third circuit of the course, on which he was paced by W. J. Foss and J. W. Thomas as far as Waukegan, where he rested fifty minutes. He was paced back to Chicago by the Israel brothers on a tandem without a stop, going the last twenty miles in an hour and ten minutes. Schuler is only eighteen years of age and never rode a century until August 8 last.

The Chicago-Waukegan century course tandem record was reduced last Sunday by Blankenheim and Jahn, of the Lake View-Clarendon Wheelmen, to 5:32:20 from 5:43:00, made by Clark and Andrews in August. They were properly checked and timed at the start and finish, and at Waukegan, Wheeling, and Oak Glen. This record will probably stand until spring, as the weather is becoming too cool for further attempts.

Interested in Forthcoming Matches.

Much interest is being manifested in the match races between Jimmy Michael and E. A. McDuffie and Fred Titus, which will take place on the Coliseum indoor track, November 12 and 13. Advices received from New York yesterday morning state that Titus and McDuffie have signed the contracts to ride. Michael is already in Chicago, and is training for the forthcoming contests and for the winter's campaign.

A new cycling organization was formed last week, Tuesday, at a meet-

ing of representatives of fifteen cycling clubs of the northwest side, held at the clubhouse of the West Side C. C. The new association is an amalgamation effected for the purpose of furthering the interests of the bicycle riders of that great section of the city, and increasing interest in road and track racing. The new body will not in any way antagonize the objects of the Associated Cycling Clubs, or the Cook County Cyclists' Association. The following clubs were represented at the meeting: Æolus, Avondale, Columbia Wheelmen, Clover, Dania, Fowler, Garland, Irving Park, March-Davis, Logan Square, Viking, and West Side.

H. W. P.

ORR FAVORABLY IMPRESSED.

San Francisco, Cal., Oct. 21.—Prospects for the further advancement of the California Associated Cycling Clubs was never better than at present. G. H. Orr, president of the Canadian Wheelmen's Association, arrived here today after visiting Victoria, Tacoma, Seattle, and Portland. He found that the C. A. C. C. controls cycling on the Pacific coast, and that the wheelmen of British Columbia were particularly enthusiastic in the matter. A conference was held tonight between the officials of the California Associated Cycling Clubs and Mr. Orr. He states that he will recommend the recognition of the California Associated Cycling Clubs by the Canadian Wheelmen's Association and by the International Cyclists' Union. The question will be finally determined at a meeting of the C. W. A., November 15.

In an interview Mr. Orr said: "We have no love for the League of American Wheelmen. The feeling between the associations is not at all friendly. It is a little hard on our part. Our alliance with the L. A. W. does us no good whatever, but its alliance with

us does the wheelmen of the lake states and vicinity an immense amount of good. It was through the agency of the Canadian Wheelmen's Association that the Dominion government made it possible for Americans touring in Canada escaping delay and annoyance in the customs and in many little ways has the alliance been more beneficial for them than it has for us.

"You see, the whole thing is this: Our riders up in British Columbia wants to compete with the coast riders belonging to the C. A. C. C. As we have an agreement with the L. A. W. to recognize each other's suspensions and sanctions, and the L. A. W. has suspended all C. A. C. C. riders, to authorize our British Columbia men to do that would be an open violation of our agreement. However, the L. A. W. cuts so little figure with us or in the racing world generally we would be perfectly willing to do this if we thought it best. In other words, we will protect our British Columbia riders, even at the expense of severing our relations with the L. A. W.

"The situation here shows that the stories I heard while in the north are well founded. I find that the C. A. C. C. has a membership of over 1,000 while the League of American Wheelmen has but 600, and besides there are twenty-five clubs with a membership of 3,000 interested in the C. A. C. C.

"The recognition of the California Associated Cycling Clubs by the Canadian Wheelmen's Association means the recognition by the International Cyclists' Association, and through the alliance with the I. C. A. the L. A. W. will be compelled to recognize the C. A. C. C. or quit the I. C. A. There will be a meeting of the C. W. A. on November 15, and then the question of recognizing the C. A. C. C. will be decided one way or the other. The petition sent out

by the C. A. C. C. and the Southern Cyclists' Association is going the rounds of the members of the I. C. A., and will be ready for the C. W. A. signature on that date if it is decided to uphold the coast association." Mr. Orr is going south for a week or so and will then go home. S. B. V.

MISSOURI MATTERS.

St. Louis, Mo., Oct. 23.—By riding 200 miles in 17:20:00, Capt. Charles Bartlett, of the St. Louis Cycling Club, goes on record as the first Missouri rider to cover a double century. Incidentally, he made a new twenty-four-hour record for the state, as the previous twenty-four-hour record, made by George Tivy, on an ordinary, was 157 miles. The route taken was the union century course.

Street-Commissioner A. N. Milner and Alex. Neinringhaus, a prominent brick manufacturer, got together this week and the result is that a brick bicycle path is to be built on each side of Grand avenue, from Laclede avenue to Easton avenue. Mr. Neidringhaus agreed to donate enough brick to build a three-foot bicycle path along the route mentioned if the street commissioner would agree to put it down, which he did, and work will be commenced at once. When completed it will serve for a gutter as well as a bicycle path.

The drenching of the streets by the sprinkling contractors is still the *bête noir* of the local wheelmen, and Clifford B. Allen, Henry M. Filley, and Robert L. Hill have been appointed a committee by the good streets committee of the L. A. W. to confer with the Street Department in an effort to stop the unsatisfactory sprinkling that has been in vogue for some time. When the committee called on Street-Commissioner Milner, it was agreed that the matter be taken up by the street commissioner, the good streets committee, and a com-

mittee from the board of public improvements.

The good streets committee has several plans to suggest. One is that a valve be supplied on the sprinkling carts, which will only throw a certain amount of water in a certain space, thus preventing careless drivers from flooding some streets and leaving others dry. They also suggest that wherever possible streets be sprinkled four times a day. W. P. L.

THE RUN OF THE A. O. G. O. O.

St. Louis, Mo., Oct. 24.—The Ancient Order of the Good Old Ordinary held its fourth annual run today to Clayton, and twenty-six intrepid old-timers braved the danger of a trip on an ordinary over the Clayton road hills to the destination. As a result there are tonight twenty-six saddle-sore and weary cyclists. The weather was delightful, but the roads were very dusty and rutty. The trip passed off without incident, although some of the riders surprised themselves by the way they could climb the hills; it was work, to be sure, but that was offset by the satisfaction of being able to climb them. Falls were few, and but one at all serious, that happening to "Birdie" Angell, who fell and dislocated a small bone in his wrist and bruised his knee, so that he had to utilize the electric line to finish on. After enjoying a satisfying meal at Autenreith's, the annual meeting was called to order in the court house yard and the election of officers held. Ed Woodward was elected president, E. Floyd Jones, secretary-treasurer, and Alex. Lewis, captain, and as the executive committee of the organization they were instructed to prepare to have the annual supper held in the early part of February. W. P. L.

KEESLER WON THE COAST.

New York City, Oct. 25.—W. F. Keesler won the "downhill race" of

the Crescent Athletic Club, over the Seventy-ninth street hill, in Brooklyn, last Saturday, when he was able to keep his seat until he had covered 3,278 feet.

There were thirty-eight entries and the contest was a novel one, inasmuch as it was a real coasting contest. None of the contestants were allowed to carry weights of any kind, nor could they wear other than their ordinary cycling costumes. They had to ride the same wheels that they have been using during the season, and in fact it was like some old friends meeting on the roadway and having an impromptu coast. The final heat was won by Kessler, on a Sterling. C. K. Sanborn covered the next longest distance on a Humber, and W. S. Wintringham was third on a Victor.

A. R.

WINTER RACING.

New York City, Oct. 25.—Some interesting indoor competition may be expected in this vicinity during the winter as the American Cycle Racing Association has arranged for a number of meets at Madison Square Garden, for which a special portable nine-lap track is being constructed. The first meet will bring Michael and Starbuck together on Thanksgiving night, and will be followed by the six-day race in December.

A big entry list has already been received for the 142-hour affair, including three men from Sweden, one from Austria, and Teddy Hale, the Irishman, who captured last year's event. Barnaby, Waller, Schock, Scheussler, the New York cycling copper, Pierce, Titus, and Forster are among the other entries. Oscar Julius, who recently arrived from Sweden, where he has a record of 3,000 miles in fourteen days on the road to his credit, will be among the

starters. The number of men who will participate will be cut down to at least thirty.

A. G. Batchelder, in Europe at present, is expected to bring over a number of the middle-distance cracks for this occasion and for a number of other dates which the association has secured. Meets will be held on the nights of Christmas, New Year's, and Lincoln's birthday.

The association has also arranged for a match race between Michael and McDuffie, to be held at the Chicago Coliseum on November 12, and on the following day for an hour race between Titus and Michael.

W. A. Brady, one of the managers of the association, is in Chicago at present and will remain there until after the two big events are run off.

A. R.

MURPHY'S STRAIGHTAWAY MILE.

New York City, Oct. 25.—Charles Murphy made an unsuccessful attempt to secure the figures for the straightaway mile over the Hempstead road last Saturday, but although not getting within the mark of 1:35, set by Leonard, of Buffalo, and the 1:27 by Erswell, of Cheyenne City, he did manage to better the accepted Century Road Club's record of 1:55½, by A. Ferguson, of Terre Haute, made June 2. His time for the distance was 1:51½. He could have gone faster had the pace been right, and had not an accident happened to the rear tire of the sextuplet.

An electric timing bell was used in the trial. A slight breeze interfered with the rider, and the tire of the sextuplet went flat at the half-mile, but the team kept at the work and finished the mile about fifty yards behind Murphy. He will make another attempt within a few weeks.

A. R.

ON THE CIRCUIT EXTENSION

Memphis the Only City in Which the Chasers Ride—Butler Shows in the
Mile Open—Bald, Kiser, Cooper, and Gardiner Resting—
Standing of the Men

Memphis, Tenn., Oct. 25.—No material changes occurred in the percentage thermometer this week as but few of the men rode on the circuit. Bald was in the south match racing; Cooper had received a serious fall at Paducah, Ky., and was unable to ride at all, and Earl Kiser had the malaria. Major Taylor is dropped from the tables this week and will be unable to appear again this season. It will be necessary for Taylor to make seven starts to re-enter the thermometer. Taylor held his own on the track and his speed was admired by all the crackajacks. He was in sixth position in the percentage table and seventh position in the points table, with \$690 prize winnings to his credit.

A. I. Brown is taking a shoot up in both tables. It is very hard for Brown to come up in his percentage, owing to the fact that he has been defeated by so many men, while he has beaten but a few. He occupies eighth position in the points table and is eleventh in percentage. Brown has been an undefeated man the past week and has done the best riding on the circuit for the past three weeks.

Nat Butler is doing himself credit. Nat has developed into a sprinter. His fall at Paducah checked him somewhat in his upward movement in the tables, and the past week he has done little riding. He added a little to his percentage and to his points, and is one of the four riders of the

season who have passed the \$1,000 mark in prize winnings. Butler occupies fourth position in the points table, but two points below Cooper, and it will be a hard fight between the two men for the next higher position. Bald has not ridden on the circuit since Racine, but will join at Atlanta. His standing in the tables remains the same. Arthur Gardiner's standing in the thermometer has remained unchanged for three weeks. He left the circuit party at Racine with the intention of going for records. He gave up these plans and joined the circuit party at Memphis, from which place he will follow the circuit to its close. It is Gardiner's intention to run up his standing in the tables as high as possible, and he will surely be one of the leaders in the tables at the close of the circuit.

O. L. Stevens added a few thousandths to his percentage the past week. He is .205 per cent below Bald. Stevens occupies fifth position in the points table and is pushing the men above him.

Watson Coleman is in tenth position in percentage. He has been on the circuit but a short time and started from the extension. He has gradually worked himself into a good position. Before the close of the circuit he will be among the first eight men in the championship honors of the year. John S. Johnson has not made ten starts yet and therefore

is not eligible to the thermometer. Johnson has been riding well of late and it will be but a short time before his face will appear among the most prominent in the tables.

**Points and
Prize Winnings.**

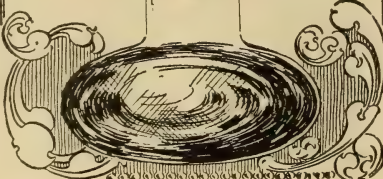
Bald	113	\$2,742.00
Gardiner ..	64	1,045.00
Cooper	57	1,292.00
Butler, N. .	55	1,085.00
Stevens	44	965.00
Mertens	39	907.00
McFarland ..	33	985.00
Brown	29	460.00
Hoyt	28	510.00
Newton	27	640.00
Kimble	26	628.00
Coleman	17	460.00
Wells	12	242.00
Steenson	11	190.00
Hadfield	8	100.00
Randall	8	210.00

**"YELLOW JACK"
SCARED THEM.**

Memphis, Tenn., Oct. 25.—For the first time in the history of the National circuit the attendance has been affected by yellow fever. The circuit chasers arrived from St. Louis in the morning when the fever broke out, and they could hardly be kept for the races. They remained in the cars all day long, and did not go to the track only when necessary. Many of the riders did not want to come to tonight's races and mingle with the crowd. The attendance was not over 500.

PERCENTAGE

Bald		.879
Stevens		.674
Loughead		.660
Cooper		.63
Gardiner		.621
Mertens		.592
Newton		.586
N. Butler		.569
Hoyt		.546



The racing was of the best, and all the crackajacks were present with the exception of Bald and Loughead. Good time was made throughout, and the few people present were given as fine an exhibition of racing as has been seen on the circuit this season.

The heats of the professional mile handicap were run first on the programme, the slowest heat being run in 2:10 $\frac{1}{2}$ and the fastest in 2:07. Those who qualified for the final were Cooper on scratch; McFarland, Hoyt, and Doctor Brown on 15 yards; Coleman, 40; Hadfield, 80; Saunders, 125, and "Dick" Yeates, a local rider, 150 yards. At the crack of the gun, the men all jumped out. Cooper closed with Brown and Hoyt on the backstretch. Saunders and Yeates, the two limit men, worked together and Hadfield joined them on the third lap. The three men rode as fast as the backmark men and the half-lap gap between the two

bunches was never closed. Watson Coleman was idling unpaced between the two bunches and also kept out of the reach of the scratch men. At the bell, Hadfield went to the front and rounding the last turn opened up three lengths on Saunders and Yeates, who ran in order named. Coleman was fourth. The time was 2:06½.

Six heats wererun for the professional mile open. One man qualified in each heat and two in the fastest. Stevens and McLeod ran a dead heat for first place. Eight men lined up on the tape, Cooper, Kimble, Mertens, Seaton, Butler, Stevens, McLeod, and Doctor Brown. Each man was forced to show to the front before the bell lap. Seaton went to the front on the first lap. Stevens came to the front on the next lap and Cooper took the third. At the end of the third lap Mertens made a sneak and opened up fifteen lengths. Cooper shot out of the bunch in hot pursuit and closed up the gap on the fifth lap. Nat Butler went around Cooper just before the bell lap in the homestretch and sprinted the whole last lap, stringing out the field in single file.

As the men came into the homestretch, Kimble swung wide and Cooper went in on the pole. When the stretch was reached and Cooper and Kimble straightened up, Cooper was crowded close to the pole, which position he had no right to, and took his hand off the bar and pushed

Kimble. Cooper lost his balance and went down, and was seriously hurt. Nat Butler won the race by a length from Kimble; McLeod, third; Mertens, fourth; Brown, fifth; Seaton and Stevens also running. Kimble, McLeod, and Brown did not show to the front, and the race was given to Butler, Mertens, and Seaton. The time was 2:16½.

Earl Peabody, who has ninety-two firsts to his credit, was defeated in the only open amateur race tonight by Dr. J. C. Paschall, in the mile handicap, from the 175-yard mark. The doctor was never caught. Peabody beat out Frain in the sprint for second place. The time was 2:13.

Summaries.

One-mile handicap, professional—Charles Hadfield, 80 yards, first; W. E. Saunders, 125 yards, second; Dick Yeates, 150 yards, third. Time, 2:06½.

One-mile open, professional—Nat Butler, first; A. C. Mertens, second; W. H. Seaton, third. Time, 2:16½.

One-mile handicap, amateur—Dr. J. C. Paschall, 175 yards, first; Earl Peabody, scratch, second; Frank Frain, scratch, third. Time, 2:13.

Frank Frain won the Memphis championship, best two in three heats, from R. Gamble, winning the last two heats. Gamble won the first.

CHASERS QUARANTINED.

Chattanooga, Tenn., Oct. 26.—The Chattanooga board of health, at a meeting held today, decided to forbid the entrance to this city of the circuit chasers, because they would come here directly from Memphis, that city being under quarantine on account of the yellow fever. The races have consequently been declared off.

F. ED. SPOONER.



EDITORIAL

DECLINE OF ENGLISH EXPORT TRADE.

Rumors have reached this country from Europe to the effect that American bicycle manufacturers will be debarred from exhibiting their products at the National cycle show to be held in London, December 3 to 11.

While the promoters of the show have been quick to deny that such action has been taken, it seems probable that some discussion of the advisability of making such a move gave rise to the rumor. It is not likely that the English makers would be guilty of such a short-sighted policy as refusing to let American-made machines be placed on exhibition beside those of English manufacture. To do so would be the plainest kind of acknowledgment of the superiority of the former, and would have the immediate effect of directing public attention more than ever to American goods. Purchasers would at once argue that if the English makers were afraid to have the bicycles of the two countries seen side by side it must be because their machines were inferior to those made on this side of the water. That American goods are superior, value for value, the custom house reports cited below tend to most conclusively prove, but it would be poor business policy for the English makers to tacitly acknowledge the fact by refusing them admittance to their shows.

The German manufacturers discovered the error of such a move when they threatened to boycott the German cycling papers last winter if they received and published advertisements of American wheels. The action only tended to bring into greater prominence the American-made machines and encouraged jobbers to seek agencies for bicycles made in the United States; so that it is a fact that during the last two months more German dealers than dealers of any other nationality have visited this country, coming as far west as Chicago in search of good wheels to sell in their native land.

That English makers have cause for alarm there can be no doubt. The reason is to be found in the following figures: For the calendar year 1895 the British foreign trade in bicycles amounted to \$6,747,012, which amount was increased to \$9,056,420 during 1896; but the returns for the first nine months of 1897, which are the most important in the bicycle trade, show a falling off of more than thirteen per cent. During the twelve months beginning July 1, 1895, and ending June 30, 1896, the United States exported to the United Kingdom bicycles to the amount of \$613,392, while in the succeeding year ending June 30, 1897, the exports to the United Kingdom amounted to \$2,375,675—an increase of almost 300 per cent. The total exports of American bicycles to all foreign countries during the same period increased in about the same ratio, or from \$1,898,012 in 1895-6 to \$7,005,323 in 1896-7. No wonder English manufacturers are growing desperate and German makers are clamoring for an increase of duties on American bicycles. In addition to this showing, the Europeans are buying much of their bicycle making machinery in the United States, in the vain endeavor to keep pace

with the advancement of the industry on this side—another tacit admission that we can build better bicycles to sell at popular prices than can be made in the British Isles.

The United States consul at Birmingham attributes the decline in English exports to the rapid increase in the English productive power and the spread of the speculative interest, which resulted in an overdevelopment of manufacturing facilities and company-promoting. This diverted attention from the export business, and the American makers, seeking an outside market for their rapidly increasing manufactures, took advantage of the opportunity to secure the foreign trade which the English makers were temporarily ignoring. The consul says, however, that there are indications that the conditions are now fairly appreciated by the British manufacturer, and that he will not so easily be caught again. The chances are, however, that he has awakened too late, and that, like Rip Van Winkle, he finds many changes have occurred.

**HITS THE
NAIL
ON THE HEAD.**

J. W. Stocks, writing for the Dunlop Cycle Co., Ltd., of London, in the *Irish Cyclist*, hits the nail very squarely on the head with regard to the value of racing as an advertisement to the manufacturer. He says: "We should not today be riding on the road marvelously easy-running twenty-five-pound machines but for the record side of the grand exercise and pastime of cycling. The slightest improvement in general cycle construction is first of all submitted to the severe test of the race track."

This is undoubtedly true since it is only by entering new models and bicycles fitted with new inventions in competition with the ordinary forms on the race track that their comparative merits can be distinguished. No one can deny that the pneumatic tire, the elliptical sprocket, the Boudard gear and the Simpson chain were thoroughly well advertised by their appearance on the track. That money was lost on some of them is no fault of the advertising, but is entirely due to the lack of merit in the devices themselves. Starbuck's recent defeat of Michael on a spur-gear'd chainless has brought that machine prominently into public notice, and if bevel-gear'd chainless models are to be made popular next season the manufacturers will find it expedient to put them on the track in competition with the present chain-driven models, where their successes will advertise their superiority, if, indeed, they possess greater speed qualities. As perhaps the chief advantage of the chainless transmission of power lies in the dust-proof construction of the mechanism, long-distance records on the road would do much toward drawing popular attention to this point. Frictionless bearings, roller-bearing chains and sprockets, and other devices for which superior merit is claimed, must first have their advantages proved in the racing game before the ordinary rider will adopt them.

**STILL WORKING
ON
1897 GOODS.**

The way in which the summer and fall trade in bicycles and sundries has kept up this year is most gratifying to manufacturers and dealers, who attribute it in part to the good riding weather which has prevailed and also to the rock-bottom prices which have been reached and from which the public suspects there will be a reaction next winter and spring. Benefiting by last winter's experience, frugal purchasers believe

there will be no radical changes in the lines and important features of the 1898 model bicycles this winter, and are disposed to save money by riding 1897 models next season, rather than pay fifty to one hundred per cent more for new '98 designs.

Reports received from the leading manufacturing centers agree that a much larger and more satisfactory trade has been done the latter part of the present season than during the same period last year, especially in the cheap and medium-grade goods. Factories which last fall were forced to carry over large stocks of frames and assembled machines have this year not only disposed of all the wheels built last winter and spring, but have been kept busy all summer and fall assembling 1897 models and are even now behind in the work upon orders.

The demand for this year's wheels continues so steady that a number of manufacturers are postponing work on the new models for 1898 in order to fill the orders for '97's, preferring a certainty while it lasts to the always problematical business of the coming season. When winter finally closes in there is certain to be a rush of work on next year's models, and factories all over the country will be working double forces twenty-four hours a day. This is likely to tax the makers of parts and sundries to their utmost capacity, and there may be hurrying and scurrying to secure hubs and hangers, pedals, balls, and other necessary parts and materials before the supply is exhausted or has all been contracted for. The coming winter promises to be an unusually active one in cycle construction, not only because of the greater number of bicycles that will be built, but because so many makers of wheels and parts are delaying work on '98 goods to fill orders for this season's models



In California



EARL KISER
SPALDING-PALMER TIRES



ARTHUR GARDINER
DAYTON-PALMER TIRES



AUGUST MERTENS
SPALDING-PALMER TIRES



EARL PEABODY
ADLAKE-PALMER TIRES



FRED SCHADE
BARNES-PALMER TIRES



IRVING POWELL
SPALDING-PALMER TIRES



PETER BECKER
DENVER-PALMER TIRES

"The best that money can buy," is what one dealer said of Palmer Tires. The '98 Palmer will be better than ever and those makers who are looking for distinguishing features can not do better than to equip with Palmers.



CHARLES ERTZ
CLEVELAND-PALMER TIRES



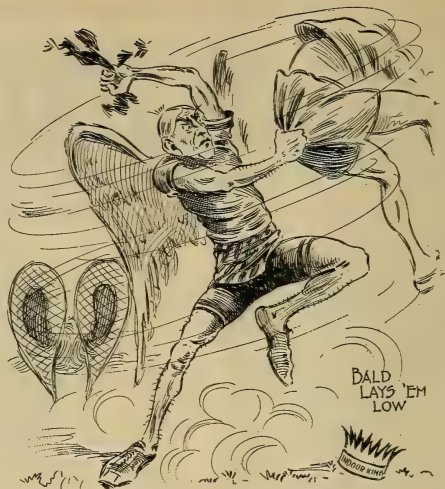
CHAS. HIMSTREET
DENVER-PALMER TIRES



RAY DAWSON
HUMBER-PALMER TIRES

THE PALMER PNEUMATIC TIRE CO.
CHICAGO
NEW YORK OFFICES: 66-68 READE ST.

POTTER OPPOSED TO
SUNDAY RACING

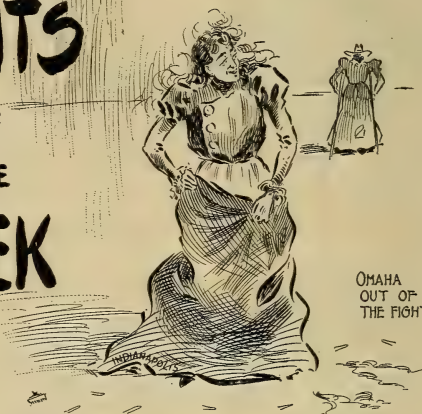


BALD
LAYS 'EM
LOW



EVENTS OF THE WEEK

HURET MUST
PAY FOR BEING
A QUITTER



OMAHA
OUT OF
THE FIGHT



YELLOW FEVER
FRIGHTENS THE CRACKS



MICHAEL
WILL TAKE ON
TITUS AND McDUFFIE

Our Traveling Men are Out.

They are on the way to your town—to every town in this broad land. Aren't you glad you waited? We have the finest line in range of quality and price ever offered to a dealer. We are offering the best line and we are going to have the best dealers.

Our line is complete—it is for the classes and the masses—it will suit any taste and fit any pocket-book.

POPE MFG. CO., Hartford, Conn.

If Columbias are not properly represented in your vicinity, let us know.

COASTING | IS ONE OF THE CHIEF PLEASURES OF BICYCLING

One of the chief dangers too—as experienced riders know. Why? Because the majority of bicycles are made of cheap and inferior tubing. They are made more with an eye to the profit of the manufacturer than to the safety of the rider.

Foolhardy, ignorant riders coast on wheels made of any tubing, whereas many careful riders forego the pleasures of coasting because they don't care to take the chances of breaking down. What would it be worth to these riders to be assured of almost certain safety when coasting? A good deal, wouldn't it? Then it is money in pocket to the dealer who can give his customers this assurance.

All riders can enjoy that *free-from-danger* feeling at all times if they have a certificate that the wheel they ride is made of

"Pioneer" 50 per cent Carbon Steel Tubing

or the still stronger and more expensive 5 per cent Nickel Steel Tubing. Riders will demand it from the dealer—the dealer must demand it from the manufacturer.

THE POPE TUBE CO., Hartford, Conn.

We should be pleased to quote you discounts on application. Send for printed matter.

"PIONEERS" in Correct Composition.

TRADE

LOOKS BLUE FOR ENGLAND

United States Consul at Birmingham States That the British Export Trade
Has Fallen Off More Than Thirteen Per Cent—Uncle Sam
Increases His Foreign Trade by Nearly
Three Hundred Per Cent

Washington, D. C., Oct. 25.—Consul George F. Parker, of Birmingham, England, has made his annual report to the State Department, in which he reviews the cycle industry of that district. He says the one marked development in that district during the past year has been in the cycle trade. From July 1, 1896, to January 1, 1897, this was very rapid. Productive power was immensely increased, and small establishments developed almost without notice into large ones, with an unsuspected capacity for turning out bicycles. The result was that the speculative interest became so dominant as to confuse the result, and produced an overdevelopment not only of manufacturing facilities, but of company-promoting. This induced some neglect of selling effort and a disposition to underrate the possibility of competition, especially from the United States. In spite of the increased use of bicycles all over the world, the result of this was soon apparent in the comparative decline of exports. This did not affect the trade with the United States, because almost no complete bicycles had been sent to this country since the beginning of 1894. There was a determined maintenance of prices, but very little effort to make a good bicycle at such a cheap price that it would bring it within the reach of workingmen.

British Foreign Trade.

The British foreign trade in bicycles for the calendar year 1895 was \$6,747,012; in 1896 it was \$9,056,420; for 1897 the returns are not yet complete, but from January to September, inclusive, the most important period for the bicycle trade, there was a falling off of more than thirteen per cent.

If this rate should continue over the whole year, the exports would amount to about \$7,877,275.

So rapid was the growth of the bicycle industry during the period mentioned, that large numbers of workmen were drawn from other lines, and the rate of wages advanced very rapidly in this and allied trades. This drew into the bicycle industry a large number of men who had no training in this particular branch, to the temporary injury of others. Some of the latter found themselves, almost without notice, losing trained and experienced workmen, and were compelled greatly to increase the rate of wages paid them. Consul Parker says it would be safe to say that the predominance of the bicycle manufacture in the Birmingham district during the past two years resulted in an increase of probably ten per cent in the wages of skilled laborers in many of the established metal branches. Some of this advance will now probably be lost, because, as the making of bicycles becomes a settled business, it will not require the services of such a large number of men, so that many of the new ones will be compelled to seek employment at their old trades. Besides the use of the best American machinery has increased very rapidly, thus displacing hand labor more and more.

United States Exports.

This apparent neglect of opportunity, with its failure to recognize existing conditions, was coincident with a remarkable export movement from the United States. During the two years, ending in each on June 30, the total exports of cycles and parts from the United States, and those to

IT'S A GOOD PLAN TO BE ON THE RIGHT SIDE OF THE MARKET

Jobbers and dealers looking for "good things"
for '98, will find it to their advantage to take
a look at

OUR NEW MODELS OF MARCH-DAVIS

and Admiral bicycles on exhibition in room 800,
Isabella building, 46 Van Buren street, Chicago.

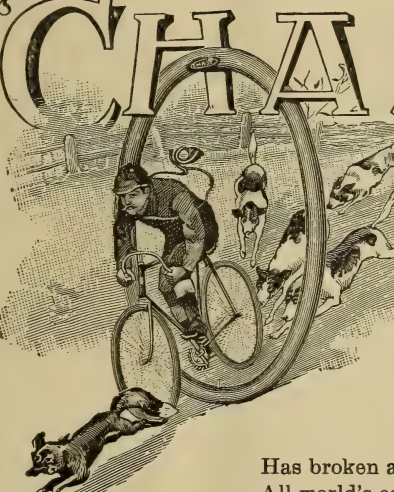
MARCH-DAVIS CYCLE MFG. CO.

Factory, 44th and North Aves., Chicago.

47 Warren St., New York.

Mention Bearings

68 **CHASE** 99



TOUGH TREAD

TIRE

LESNA ON.....

CHASE TOUGH TREAD TIRES

Has broken all American records 3 to 30 miles.
All world's competition records 3 to 25 miles.



Light
and
Resilient.
Practi-
cally
Puncture
Proof.

Made by L. C. CHASE & CO., Boston.

Branches: NEW YORK, CHICAGO, PHILADELPHIA, BUFFALO, SAN FRANCISCO, LONDON.

Mention Bearings

the United Kingdom, are shown in the following brief table:

	1896.	1897.
Total	\$1,898,012	\$7,005,323
To the United Kingdom ..	618,392	2,375,675

Not only was the total export of cycles increased by nearly 300 per cent in one year, and that to the United Kingdom in about the same ratio, but the demand from the British colonies, hitherto held almost exclusively by British manufacturers of cycles, was greater by more than 175 per cent during the period named. Thus the export of bicycles from the United States, insignificant two years ago, has grown to proportions almost as great as those of the United Kingdom, in spite of its earlier development and immense capital and facilities.

Britishers Scared.

The consul says there are indications that the conditions are now fairly appreciated by the British manufacturer, and that he will not so easily be caught again, but as the manufacturers of the United States are not likely to surrender without a struggle the advantages incident to two years of successful trading, the former must now fight to retain what he has, to say nothing of getting back what he has lost.

If one might make a suggestion to manufacturers, it would be not to seek to enter a market, especially one where the competition is so sharp as it is in England and in the larger colonies, without the most careful investigation made in the most approved manner by the best equipped men in each line of trade. It is only in this way that goods can be sold in an old country, as the taste of the people must be consulted at every turn.

The Finland Cycle Trade.

The British vice-consul at Helsingfors, Finland, has made a report to the home office on the cycle trade of that district, which deserves to be brought to the attention of American cycle manufacturers. He says: "Cycles are still increasing in favor throughout Finland, and Helsingfors alone can point to a total of nearly 4,000 machines. We would, therefore, wish our dealers in bicycles to pay attention to the possibilities of this market. We have hitherto enjoyed rather too much our own way here to be healthful, and now that we have opposition to combat, owing to the great promise of the market, we are not watchful and active enough. In my report for last year I hinted at the possibility of American and Swedish manufacturers coming on the scene of a practical monopoly for English firms throughout the Grand Duchy, and now we see these countries, with the addi-

tion of Germany, strongly represented, and, from all accounts, with very good machines, so that it behooves us to see to the matter and not let the market in Finland glide from our hands, as it seriously threatens to do, especially when we already hear the ominous reports of cycle 'slumps' or of heavy falls in cycle share values, etc."

A Tip From Mexico.

Consul-General Donnelly, at Nuevo Laredo, Mexico, has made the following suggestion for the furtherance of our trade with Mexico: Wherever there is a United States consulate there are Americans who speak Spanish and are familiar with the wants and methods of the community. These are known to the consul, and through him can be put in communication with our merchants and manufacturers and made available for the work of seeking trade in Mexico with the vigor and directness it is sought for at home. This suggestion will doubtless apply to all of Spanish America.

H. G. WARD.

AMERICAN FOREIGN TRADE.

Wood Rims Not Suitable for British Guiana— Misrepresentations Made—Why We Hold Canadian Trade.

Washington, D. C., Oct. 25.—The annual reports of United States consuls, which are now being received by the State Department, contain much matter of interest to American cycle manufacturers who are desirous of extending their foreign trade, and should be given close attention.

Consul Andrew J. Patterson, at Demerara, British Guiana, says the English control the bicycle trade of that district to a large extent. He says the trouble with American bicycles is that they all have wood rims, and as the climate of British Guiana affects wood, it is decidedly a disadvantage and works very much to the detriment of American wheels. There have been made and are still being made to some extent, importations of cheap American wheels that are represented to riders as being the best made in the United States, and in consequence of this misrepresentation all of our wheels are in ill repute in that country. Consul Patterson has written to several manufacturers in regard to metal rims. With the substitution of metal for wood rims and the shipment of the best grades of machines to that country, American manufacturers should control that market. The colony is well adapted to cycling, as the country is level and the roads are good. The only drawback to the enjoyment of cycling is the heat, and this

can be avoided by riding early in the morning and late in the afternoon.

The Trade With Canada.

According to Consul-General Turner, at Ottawa, Canada has been suffering from business depression, but during the last few months a revival has set in. It has, of course, been a well-known fact that the energies of the public men of Canada are at present directed to the fostering of trade with England, on which it would seem that the system of preferential duties lately adopted and the denunciation of the favored nation treaties by England, would have an apparent effect. From what can be gathered from various sources, however, the experiment has not so far been a decided success, as imports from England into Canada have fallen off.

An Englishman, who lately visited Canada, wrote an extended letter to one of the English papers, in which he appeared to be very much impressed by the resemblance of the Canadians to the Americans. In tastes, appearance, and in fact in almost every point, he noted a striking similarity. In this he was correct. It is fair to presume that these facts would have some influence with the business relations of the two countries, and it is no doubt true. Canada buys more from the United States than from any other country, and it would seem that the fact of the two countries bordering on each other, to say nothing of the close business relations existing, the ease and rapidity with which commerce can be carried on would render it difficult for any country, even England, to step in and disturb the relations that have so long existed, and which, to almost any observer, would seem to be natural. The continual presence in Canada of commercial travelers from the United States keeps the merchants and manufacturers in constant touch with the requirements, conditions, etc., of the Canadian markets to almost as full an extent as the home market.

Consul Tate, at Barbados, West Indies, says American bicycles are in great demand and are preferred to any other. The American tires appear to be more suited to the tropics and wear better than any other. Expensive machines, however, do not find a ready market. There are at present about 500 machines in use in that district.

H. G. WARD.

TOLEDO TRADE TOPICS.

The Falcon Models for '98 Out—The Fredrick Handle-Bar—Visiting Salesmen Do Well.

Toledo, Ohio, Oct. 25.—With that charac-

teristic air of energy and aggressive spirit symbolical of the Yost industry, Jos. L. Yost comes to the front this year with a Falcon model that far surpasses anything ever attempted by him since his connection with cycle manufacturing. To keep pace with the times and verify the slogan that "Falcons are early birds," the Yosts formally announce the features and specifications of the new machine, which is full of talking points, at the same time having none of the ear-marks of a "freak" wheel. Interest centers in the style of the running gear, which presents a decided innovation in mechanical construction. The rear wheel is fitted with two sprockets of different sizes, one on either side, and by means of a novel and exceedingly practical device, the rear wheel can be instantly reversed, thus giving a change of gear without interference with the chain, the corrugated rear adjustment permitting the taking up of any looseness, or vice versa.

The general points of the frame are a 2½-inch drop, 1⅝-inch head, 1-inch forks, D lower rear forks and gracefully tapered rear braces. One important item in the construction of the Falcon hereafter is that the trimmings on all new models will be nickel, dispensing with the old "Gold Crank Falcon" and doing away entirely with the gold plating department. One Falcon feature is a distinctive fork-crown that is midway between the straight and arched crown. This is also true of the arched braces on back and lower forks, which are made to conform to the periphery of the tire. Crank and shaft are of the two-piece variety, with square and hollow cranks, the right-hand crank and orb being one piece and the left secured by a split and pinch-bind arrangement. Hubs are of the corrugated pattern, and direct tangent spokes are to be used, thus obviating, so it is claimed, weakening of the spokes by bending.

The Falcon pedal is indeed worthy of notice, possessing as it does features that will command attention. The pedal consists of five pieces only. The cones are both on the orb, the outside cup being forced inside the barrel, the cup on the adjusting end threaded and screwed onto the end of the barrel. This construction does away with the familiar dust-cap and makes a thoroughly dust proof and neat barrel. Other novelties include an internal handle-bar fastening, that regulates at once the height and adjustability of the bar, and the same expander in a seat-post fastening which clamps the upright and permits of reversing the rear seat-post to get saddle back or forward of upright, as desired.

The frame of the '98 Falcon is flush

throughout, the connections all forgings, and the makers lay special stress on the fact that it is practically one piece, no joint or bolt being visible anywhere.

The Chisholm & Davidson Co.

Harry Davidson, who is the traveling representative of the Chisholm & Davidson Co., of Brooklyn, handling bicycle specialties and sundries, has been in the city for several days visiting the trade and at the same time conferring with local industries for representation in territory not yet allotted. For the coming year, Mr. Davidson will handle the lines of the Red Cross Rubber & Cement Co.; I. A. Weston Co., hubs; Weston-Mott Co., spokes; F. S. Pease Co.; Standard Emery Wheel Co.; Neverleak tire fluid, and Davidson one-piece crank and hanger. Besides these he will handle the E. P. Breckenridge Co.'s lamps and the Fredrick Adjustable Handle-Bar Co.'s adjustable handle bar. The Chisholm & Davidson Co. will make a specialty of the hard and liquid cycle rim cements, and, taken as a whole, will have a list of specialties as strong as any on the market. Mr. Davidson reports business exceptionally good, and is confidently expecting a profitable season.

Want a Sale by Auction.

Unless sealed bids are received within the next few days, it is probable that the plant, machinery, and fixtures of the Ohio Drop Forge Co. will be sold at private sale or at auction, since it is imperative under the present orders of the court that the receiver shall submit all bids before they are given consideration. The receiver for the company, as previously announced, is Dan Segur, who is acting jointly for the Bostwick-Braun Co. and for Mayor S. M. Jones, who are the heaviest claimants. As yet no proposals or bids have been received for the sale of the stock and machinery. Under the circumstances, the court will be asked to set aside the old order and grant the claimants the right to dispose of the property at private sale or at auction, as the creditors may decide. As there is no likelihood of selling the plant as a whole, the court will perhaps give its assent for a sale by auction.

The Fredrick Bar.

A new handle-bar has made its appearance in the local field, to be known as the Fredrick adjustable cycle handle-bar, that has sterling features and faultless construction. The inventor is Edward H. Fredrick, who was formerly connected with the Yosts, and who is now in control of the Cherry Cycle Co., maker of cycles and tandems,

besides doing enameling in colors, nickeling, brazing, etc. The new bar is of steel and somewhat resembles the Kelly bar in appearance, although constructed on an entirely different plan. The range of adjustments obtained through the chronical ratchet plug are so numerous that any shape can be had. The material used is the best that can be had, the knuckles and chronical ratchet plugs being of the highest grade drop forgings and the tubing in handles and posts the best cold drawn seamless. The adjustment is as strong and simple as any ever seen on a handle-bar, and it is impossible to get out of gear or work loose. Changes are made instantaneously and grips always have the correct tilt. All joints are flush and as strong as they can be manufactured; handles $\frac{3}{8}$ inch; posts any size; list price, \$4, less trade discounts. Mr. Fredrick has just appointed the Chisholm & Davidson Co. the sole general sales agent.

Trade news was to be had in plenty at the Cleveland store last week. First of all Jack Swindeman will take the road about November 1, going out over Michigan and other territory, and leaving the management of the local salesroom to Brough Harrison, his assistant. W. F. Culberson, who is one of the old members of the Toledo Cycling Club, and who has been with the Gendron Wheel Co. nine years, has gone over to the Loziers, and unless given regular territory with the other Cleveland salesmen will perhaps be installed in a branch store, either in Buffalo, Chicago, or some other city.

Trade Visitors.

Two of the traveling representatives of E. C. Stearns & Co. were in Toledo during the week, Messrs McMillan and Howard Tuttle, the latter being called here to fix up the Stearns agency for 1898. It is probable that the old agent, W. G. Alexander, will be the representative, which means that the Stearns machine will be pushed to success as it has been in recent years in Mr. Alexander's hands. Frank Beatson was another visitor, bringing along Palmer tires and a cheerful prediction for '98 business. C. H. Tobey, manager of A. G. Spalding & Bros.' sundry department, showed '98 Christy saddles; R. C. Enwright closed a nice contract for P. & F. saddles, and the Goodrich tire had good representation in the hands of the irrepressible Dorn. Another visitor was Kelton, of the Hartford Rubber Works Co., who looked after the retail trade. H. B. Ingraham explained the good points of the New Departure brake, giving "exhibitions" in front of the Yale plant, and at the same time displayed the Chantrell Tool Co.'s chains. He is doing

great things this year for John H. Graham & Co. VANCE PRATHER.

MAY DECLINE AMERICAN EXHIBITS.

It Is Rumored That American Firms Will Not Be Allowed to Exhibit at the National Cycle Show.

London, Oct. 16.—The Dunlop tire, it is said, will not be seen at the shows. The Stanley show has been relinquished by the big company in order to meet the views of the Cycle Manufacturers' Trade Protection Association, which has threatened to refuse admittance at the national show to any Dunlop-tired machine if the company officially exhibits at the Stanley. Another story is current that the national show committee refused admission as exhibitors to American firms. Pending confirmation these stories must be accepted with reserve.

It would seem, according to some reports which are going about, that some of the manufacturers will be well able to clear their show expenses out of the allowances offered by the tire companies for exhibiting machines fitted with this or that tire. These amounts vary from \$5 to \$7 per machine, and this is a tempting bait. Last year and the year before, when such arrangements were entered into, the makers were not openly circularized as they are now, but were approached more or less privately. Nevertheless, I heard of one case last year in which a well-known rider wished to have a certain make of tire upon the machine a firm were exhibiting as built to his order, but was told that if he insisted it would mean a loss of \$200 to the firm.

Motor Cars Not in Demand.

Harry J. Lawson, of motor-car fame, has once more resorted to the interview business as a means of reassuring public confidence in his scheme. In this "interview" he expressed himself as satisfied—nay, more than satisfied—with the progress of the motor-car movement in this country, and was full of glowing hopes and promises for the future. On the other hand, it is rumored, and has been rumored for some time past, that the Great Horseless Carriage Co., Ltd., which was one of Mr. Lawson's concerns, is shortly to be reconstructed, which simply means a writing down of capital. The annual general meeting of the company is to be held shortly. Very little business has yet been done, and few people are buying motor cars.

There is at present considerable mystery about the proposed reconstruction of the Simpson Lever Chain Co., Ltd., and the statement, made I believe at the meeting

of the shareholders, that Walter Phillips, the present works manager at Humber & Co.'s Coventry factory, was leaving that position to take over the general management of the new Simpson Chain Co., has been denied by Mr. Phillips himself, though only in an interview. Mr. Phillips has a long agreement with Humber & Co., Ltd.

The new chainless gear which the Quadrant Cycle Co., Ltd., intends to exploit next year must indeed be a remarkable thing. It acts faster than a chain, and allows the rider to get under way much more quickly, it is claimed. "No doubt we have all noticed that on a chain-driven machine, the back lash causes a loss of time in starting," says the prospectus. The gear is to be called "Lloyd's patent cross-roller gear." Up to the present nobody has been allowed to describe it.

C. W. BROWN.

SPRINGFIELD TRADE DULL.

**Rumors That the Orient Branch Will Close—
Low Prices for Second-Hand
Wheels.**

Springfield, Mass., Oct. 25.—In all probability the branch of the Waltham Mfg. Co. on Worthington street will be closed permanently. The local branch of the Waltham Mfg. Co. was established at the beginning of the season of 1896. The city was even at that time overrun with agencies and branches, but despite that fact the Orient and Saracen bicycles, the Waltham company's product, appealed so strongly to wheelmen that the branch was one of a few bicycle houses in the city to do a business exceeding \$20,000 in retail sales last year. Frank M. Coe, the manager of the Springfield branch, formerly held the Warwick and Columbia agencies in this city.

Retail Trade Is Poor.

Trade at the agencies is in a halting state, no sales being made other than of second-hand wheels. Never in the history of the local trade could second-hand wheels be bought to such advantage as at present. High-grade bicycles of this year's models are frequently offered by rival agents at from \$35 to \$40. In many instances the wheels have been ridden but a few hundred miles. Good second-hand wheels can be had for \$20 and \$25, and a bicycle with a season's wear in it can be bought for \$15. The so called "junks" or models of three or four years ago are scarcely salable at any price.

An impression is prevalent in the trade that another season will see a considerable reduction in the number of agencies. Many of the agencies are paying rents out of pro-

portion to the business which they are doing. There can be no question but that the present competitive methods in vogue in this city would be destructive to profits under any circumstances. With the reduction in agents' commissions, which it is agreed will accompany the lower prices of next season, many agents will find it impossible to continue in business. The result will be fewer agencies with most agents representing a larger number of makers.

The Warwick Cycle Mfg. Co. has completed a satisfactory model of its chainless and Treasurer Very stated to a Bearings representative last week that the company would soon have chainless wheels on exhibition at its branch houses.

Boycott Again in Force.

The old sore between the Polishers' Union and the Overman Wheel Co., of Chicopee Falls, was reopened again last week, and is likely to stay so indefinitely. The method of the strikers in placarding the region with defamatory characterizations of Victor bicycles is not likely to hurt the company's product in this part of the country. The contention relates to a proviso in the articles of settlement which were agreed to by both the Overman Wheel Co. and representatives of the Polishers' Union earlier in the season. The disputed clause reads that twenty union men shall be employed on the 1898 product. The past season has been an unusually busy one, and the company is still at work on 1897 wheels. The polishers claim that the company should employ the stipulated number of union men now as the factory has started up on its fall work. The company's contention is that the work now being done is on 1897 wheels, and that as soon as operations begin on 1898 machines it will take on the union men according to its agreement. This explanation did not satisfy the polishers, and after a fruitless conference between representatives of the national union and the Overman Wheel Co., the boycott was declared on again by the polishers.

E. W. P.

BIG FIRMS WILL NOT EXHIBIT.

New York City, Oct. 25.—The cycle show question appears to be a source of considerable trouble to the trade. In the case of the show to be held in connection with the Sportsmen's exposition, as was told in last week's Bearings, one of the canvassers has been going the rounds with a contract signed by Colonel Pope and, of course, giving other makers the impression that the Hartford company would fill the space with bicycles. So many letters have been sent to the board

on the matter that Secretary Franks has issued the following to the members:

"Gentlemen: Complaints have been made to this office by several of our members of the persistent annoyance they have been subjected to by the canvassers of the Sportsmen's Exhibition Association, in an endeavor to induce them to exhibit bicycles or accessories at the forthcoming Sportsmen's exhibition, to be held in Madison Square Garden in January next. I am also informed that these canvassers allege that the Pope Mfg. Co., the Remington Arms Co., and Messrs. A. G. Spalding & Bros. have taken or reserved space for the exhibition of bicycles. The unreliability of such reports may be judged from the following correspondence:

"Col. Albert A. Pope advises me that under certain conditions he had agreed to exhibit motor carriages at the Sportsmen's show; he adds, 'Under no conditions to exhibit bicycles, and shall now exhibit nothing.'

"The Remington Arms Co. writes: 'No one has been authorized to say that we intend exhibiting bicycles at the Sportsmen's association. We are opposed to bicycle shows, and as you know, have signed an agreement with other members of the cycle board of trade that we will not exhibit, and we will not do so.'

"J. W. Spalding writes: 'We have not made application for space in the Sportsmen's exposition, and have no intention whatever of exhibiting bicycles at that time. We have entered into an agreement with other bicycle manufacturers not to exhibit in any show not sanctioned by the National Board of Trade of Cycle Manufacturers, and we intend to live up to that agreement to the letter.'

"It is hoped and expected that you will co-operate with all our members in circulating these positive denials so that the question may be finally disposed of. Referring to the agreement, it hardly seems necessary to point out that your patronage should not be extended to the Sportsmen's exhibition in any manner, not even in the way of advertising. If, having been misled by false representations, you have executed contracts for space, I am satisfied that such contracts are voidable." AL. REEVES.

IN COLUMBUS.

Columbus, Ohio, Oct. 24.—Columbus dealers are preparing for the trade of 1898 by making a careful and thorough investigation of the models which have been completed for the market, though as yet very few of them are on exhibition here. All those who have been in the business for any length of time and who are accustomed to



Dear Mr. Dealer:

BICYCLE MANUFACTURERS ARE STRAINING EVERY NERVE to reduce cost, and, among other things, are considering cheap tires. Certain parts of the wheel may be cheapened without detracting from its reputation, but not the tire. Why? Because it is the life and essence of the wheel. Up to now the tire has steadily improved—up to now cycling has steadily grown. It will continue to grow if tire quality is kept up—it will cease to grow if tire quality is cut. The tire makes the wheel. You, as a dealer, can do more to maintain quality than any other man. Specify high-grade tires on your wheels—it will be a good thing for the trade generally—it will be a better thing for you individually. Your wheels will stay sold, and your customers will remain satisfied. The rider appreciates first-class tires, and when he sees a well-known brand—the **LEAGUE**, for instance—he will buy the wheel that has that tire—even if he does pay more for it.

NOW, IS IT POSSIBLE TO RETAIN QUALITY AND LOWER PRICE? NO; AND WE'LL TELL YOU WHY. To make a high-grade tire, such as the *League*—costs the manufacturer two-thirds of all he gets for it, simply to pay for the rubber. The other third is all that's left to cover the cost of fabric, labor, valves, pump, repair-kit, replacements, freights, expenses, and profit. Do you consider our profit unreasonable? It is an impossibility to lower the price of *League* tires; and no tire equal to *League* in quality can be sold for less. *If you are offered tires at less, it is because cheap rubber is used—rubber that makes heavy, dead riding—rubber that makes a short-lived tire—rubber that makes a porous tire.* **THAT'S NOT THE SORT WE USE IN LEAGUE TIRES. OURS IS FINE PARA**—the most expensive rubber imported, costing us, when seasoned and ready for use, \$1.08 per pound. But it is the kind that makes the tire leap and bound with life—the kind that takes a rider in first—the kind that "gets there and gets back."

NEW YORK BELTING & PACKING CO. LTD.

Chicago 143-145 Lake St.
 New York 25 Park Place.
 St. Louis 210 North 12th St.
 Indianapolis 79 S. Illinois St.
 Philadelphia 308 Chestnut St.
 Boston 24 Summer St.
 San Francisco 509-511 Market St.



taking their bearings from the signs of the future, feel that the season of prosperity, begun this season, will be more abundantly realized next year. The inquiry for '98 wheels from prospective buyers would indicate that they are correct in their views in this matter. While there are thousands of wheels in use here from year to year, there is an army of those who will purchase in the future. The resumption of work in the many factories of central Ohio has put a goodly amount of money in circulation already, and the various branches of trade are profiting thereby, the bicycle business no less than any other. This has a tendency to open the purses of moneyed people and will give an impetus to trade in a better class of goods than has been handled for some time, though it must be admitted, that the popular priced wheel will still lead in the number of sales the coming season, and probably for all time in the future.

The Victor Rubber Tire Co., of Springfield, Ohio, has made arrangements to push the sale of its goods in England and on the continent. Albert Hohl, of that city, a very popular and well-known young man, will in a short time sail for England, where he will act as the representative for that company. The goods will stand the test and Mr. Hohl expects to succeed in placing very handsome orders for the coming season among John Bull's subjects, and also across the channel, where American goods are probably more highly appreciated than in England.

The White Sewing Machine Co. has not yet placed its new models on the market, but L. H. Butts, the Columbus representative, says he will have a chainless wheel that will compare with any on the market, as well as a chain wheel which can not be discounted. The White has had a phenomenal sale in central Ohio the past season, and Mr. Butts is sanguine as to the outlook for the future.

Yardley & Hursh will handle the Thomas, the Stoddard, and the National goods the coming season. They have somewhat contracted their line, but they believe with these three they have goods that will cover their trade completely. The Thomas company has nine different models, and with such a variety there can be no question as to their ability to suit the customer. The business of this firm has been very satisfactory during the past season.

The National Cement & Rubber Mfg. Co., of Toledo, has been incorporated with a capital stock of \$25,000 to manufacture and sell rubber and other cements, vulcanizers, and supplies. The incorporators are Dan V. R. Manley, James C. Bancroft, Edward

P. Hubbel, Arthur J. Rosenfeld, and John F. Kumler.
O. M. C.

ROCHESTER NEWS.

Rochester, N. Y., Oct. 25.—E. G. Eager, who has been in Europe and Great Britain in the interests of the Red Cross Rubber & Cement Co., of this city, for some time, returned this week on the Umbria. He was in this city for a short time in conference with Mr. France, of the Red Cross company, and then left on his way to Cleveland, where he goes to have a consultation with Col. H. A. Lozier. The deal which Mr. Eager has just closed is one most advantageous to the Red Cross company and one that secures it the best of European representation. The Red Cross goods will be handled by the Lozier agents throughout Great Britain and the continent, contracts having been closed with agents who are independent and the last one, which required the approval of Mr. Lozier, was completed when Mr. Eager saw Mr. Lozier Saturday night. Lozier, Brigham & Co., of London, are the selling agents for Great Britain and all the territory not covered by the French representative. C. Bertrand is the Paris agent of the Cleveland company and he will handle Red Cross goods in France, Spain, and Belgium. The Red Cross Rubber & Cement Co. (F.W. France & Co.) is willing to take the European agency for any sundries of merit that are at present unrepresented and offers a market and selling facilities that can hardly be equaled. The Lozier company is said to have the best trade in Europe of any American company selling its goods on that side of the water and naturally the alliance between it and the Red Cross people, is a most advantageous one for the latter.

Mr. Eager will return to this city in a short time, and on the 10th of next month will sail again for England, where he goes to attend the Stanley and National shows. Fuller details of the deal will be given later, as Mr. Eager was caught on the fly, so to speak, and had but a very few moments to tell what he had accomplished.

Gibson & Woodworth, located on State street, general sporting goods dealers, have concluded that they have had enough of handling bicycles and have disposed of nearly all their stock on hand and will will no longer sell wheels. The Fowler and the Norwood were the two wheels they carried, and they have been very successful in getting rid of those they had in stock. They give as reason for retiring from the wheel business that it takes too much time away from the proper transaction of their legitimate business. Their line

of sundries also has been almost cleared out.

Charles Newton, dealer in tires, in the Arcade, has closed his place of business and retired, temporarily at least. He expects to start up again in the spring and will possibly open a retail bicycle store.

There has been quite a revival in trade in second-hand wheels in the last few weeks. Dealers are unexpectedly clearing out stock they thought was certain to go over to next season. While no fancy prices have been obtained for the old wheels all have gone at a fair price. The dealers are naturally surprised at this turn of affairs and hardly know what to attribute it to. It is so close to the end of the riding season that few thought there would be any kind of business done.

The Rochester Company's Plans.

While the Rochester Cycle Co. has not yet decided upon all the features of their new model, it has built a wheel which embodies some of the proposed changes. Its method is to build a model, have a member of the firm ride it and when improvements of merit are suggested another wheel is built. In this manner several models are built before the company finally makes one that it considers good enough to pattern by. It will probably be a month yet before it finally decides all the points of the new model but some of the important features have about been decided. Among them is the yoke in the rear stays, both upper and lower. Flush joints will be used over all and the tapered plug fastening for the head and seat-post. In the rear forks the tubing will be of the same diameter throughout, being D shaped as it approaches the chain adjustment.

It is possible that the Rochester people will spring something of a surprise on the trade when it makes its final announcements for the new season. It is hinted that its prices will be such that it will take pretty keen competition to meet them, and yet the standard of the goods made by the firm will not be decreased a bit, but will on the contrary be higher. N. E. Cook.

BUSY ON '98 RIMS.

Cleveland, Ohio, Oct. 25.—A visit to the works of the Kundtz Bending Co. last week disclosed a scene of marked activity. For the past two months the company has been hard at work upon '98 rims, and a large stock is the result, as most orders are for January delivery. Most of the output has already been disposed of, and a business far in excess of last year is assured.

Will Make Steel Balls.

The Western Automatic Machine Co., of

Elyria, Ohio, has gone into the manufacture of steel balls for bicycle bearings, having just equipped a department for that purpose. This concern has done a large business the past three years in the manufacture of machined bicycle parts. All such goods are made on special orders.

Makes Malleable Castings to Order.

For the past three years the National Malleable Castings Co. has done a good business in the manufacture of malleable castings for bicycles, on order work, and this year reports an increased demand for its work. The company has no special line of its own, but manufactures only upon special orders and from molds furnished by customers. The principal product has been crank-hanger castings, and it is the proud claim of the company that never, since it embarked in this line of business, has the least dissatisfaction been expressed regarding the durability of its hangers.

Hickory Is Most Satisfactory.

In the write-up of the Cleveland Bending Works in last week's Bearings, a very important word was accidentally omitted. In enumerating the different woods with which the company has experimented, "hickory" was left out, and it is of hickory that the entire output is to be made for next season, instead of maple, as the article now reads.

Davis, Hunt & Collister, local Columbia agents, kept open house on Friday last for the exhibition of the new chainless. All day long a tide of humanity surged about the store and made comments of all sorts on the new style of bicycle. W. H. C.

WASHINGTON BRIEFS.

Washington, D. C., Oct. 25.—C. E. McGowan, formerly in business at 1405 Fourteenth street, northwest, has organized a company under the style of the National Cycle Works, with headquarters at 904 G street, northwest. The company will build a line of wheels to order, and it is its intention to do repairing on a large scale. Mr. McGowan will be the general manager of the new concern. He has had considerable experience in the bicycle business, and will doubtless meet with success in the new enterprise.

The F. D. Owen Mfg. Co. has removed its factory from Water street to 731 Ninth street. The company will in the future pay special attention to all kinds of repair work, and with increased facilities it expects to build up a large trade. Mr. Owen, who is one of the pioneer dealers of Washington, says he intends to fit up his new place with every convenience, and to allow patrons to

inspect the work as it is being done. This innovation will no doubt prove very successful. The salesroom of the company at 811 Fourteenth street will be continued.

The Fowler Cycle Co. has been dissolved and the stock and fixtures of the company were sold at public auction last week. This concern entered the cycle business in the early part of 1896, with a store at 702 Fourteenth street. The business increased so rapidly that the company had to secure larger quarters and leased the double store at 1111-1113 Fourteenth street.

Espey & McLean have opened a cycle store at 1402 Pennsylvania avenue. The business was formerly conducted by Alstead & McLean, but Mr. Alstead retired from the firm some weeks ago. The new firm will handle the Stormer and has also accepted an agency for the Carroll chainless wheel. It is expected that a line of these wheels will be on sale here within a few days. The firm has received a great many inquiries regarding the wheel, since the announcement was made that they would handle it.

E. H. Neumeyer has opened a store at the corner of Fifteenth and E streets, northwest. The store is known as the White Lot Cyclery, from its close proximity to the White Lot, a public park at the rear of the White House. Mr. Neumeyer will handle the Eclipse line.

J. D. Lasley and Royce Hough, who have been connected with the local branch of the Eclipse Bicycle Co., will shortly go on the road in the interests of the Eclipse company. Their territory will embrace the states of Ohio, Indiana, and Michigan. These gentlemen have a host of friends here who wish them success in their new capacity.

H. G. WARD.

NEWS FROM CINCINNATI.

Cincinnati, Ohio, Oct. 25.—The Fred J. Meyers Mfg. Co. will resume operations in a very short time and continue the manufacture of bicycles and wire goods. This company has a large plant in the vicinity of the city, but on account of financial difficulty was compelled to make an assignment about a year ago. The creditors of the company have released their claims and the company is now in the hands of the stockholders. They held a meeting recently and decided to begin operations at once. Special efforts will be given to the production of the '98 models, and the directors are confident of making a successful showing the coming season.

The Anderson Bicycle Works on Race street have just finished a very prosperous season and at present are working on a '98

model. The Anderson company manufacture bicycles to order and makes a specialty of difficult repairing for the trade. Next year the company will be prepared to furnish bicycles in larger quantities than ever.

George E. Kestner & Co., agents for the Napoleon and several cheaper models, will give up the bicycle business, as it has not proven very profitably to them. Kestner and company are hardware merchants, and in the future will confine themselves exclusively to the hardware trade.

Emmett P. Gray, who recently purchased the local branch of the Waltham Mfg. Co., is now located on Seventh street, and is doing a good, steady business with the Orient. Mr. Gray was the former manager of the Orient branch, and will handle the agency next year.

The management of the local business of the Howe Scale & Cycle Co., maker of the Howe, passes into the hands of George S. See on November 1. Mr. See is at present in business for himself on Seventh street, and handles the Stearns. The Howe company is now centrally located, and will make a strong bid for local business next season.

The Bandle Arms Co. has again secured the agency of the Racycle for next season. At present the company is disposing of its '97 stock. The Bandle company made leaders of the Racycle and Hunter during the past season.

The local branch of the White is announcing special sales, and is fast disposing of the present stock, preparatory to the reception of the '98 models. Frank M. Thomas, the present manager, will be retained for next season. The White has won quite a reputation locally during the past season, especially in the racing world. Most of the large local road and track races were won on this wheel.

C. F. W.

FIGHTING OVER A PATENT.

New York City, Oct. 25.—William A. Redding told Bearings' representative last week of a suit pending in the United States circuit court at Hartford which, if he does not win, will result in some serious complications in the cycle trade. It is the case of H. S. Owen vs. Pope Mfg. Co., in regard to patents for crank-shaft brackets built into the frame. Owen claims to be the owner of these patents, and Mr. Redding is defending the Pope company in the suit which the inventor is bringing. The court is still taking testimony, and as it will all be in before three months are gone by, some interesting legal matters may then occupy the minds of the cycle manufacturers.

A. R.



Harper's Cycle Support.

Fig. 1.—591,602.—Bicycle support; J. Harper, Cannonsburg, Pa.; application filed November 7, 1896; serial No. 611,391.

This support consists of two rods 3 pivoted to a cross-piece 6 sliding on the head 7. The rods 3 pass through slots in blocks 2 secured to the front forks, and are pressed outwardly by the springs 10. The operation is readily perceived.

Richter's Back Rest.

Fig. 2.—591,636.—Bicycle attachment; Harry J. Richter, Chicago; application filed October 5, 1896; serial No. 607,910.

The construction here shown comprises a back rest and a steering device. A shaft D is secured in a bearing C' fastened to the frame just beneath and at the rear portion of the saddle. Hinged to this shaft D is an extension provided with a cushion forming a back rest D'. Secured at the lower portion of the shaft are arms b secured by rods b² to the steering stem. When seated on the machine, the rider, by the motions of his body may operate the rods b² to guide the machine and at the same time he will be supported by the back rest. This latter may be thrown out of the way when not in use.

Cronbach's Simple Bicycle Support.

Fig. 3.—591,820.—Bicycle support; J. G. Cronbach, New Orleans, La.; application filed December 4, 1896; serial No. 614,471.

The object of this invention is the provision of a cheap bicycle support and at the same time one that is readily operated. To this end a block 3 is secured to the central standard of the frame. Pivoted to this block is a tube 10 having a bayonet slot 12, with which engages a button 14 of a tele-

scoping piece 11. It will be seen that the latter may be raised or lowered, and held in either position (Fig. 3^a). It is retained in its upper position by the spring clasp 20.

Hakes' Spring Seat-Post.

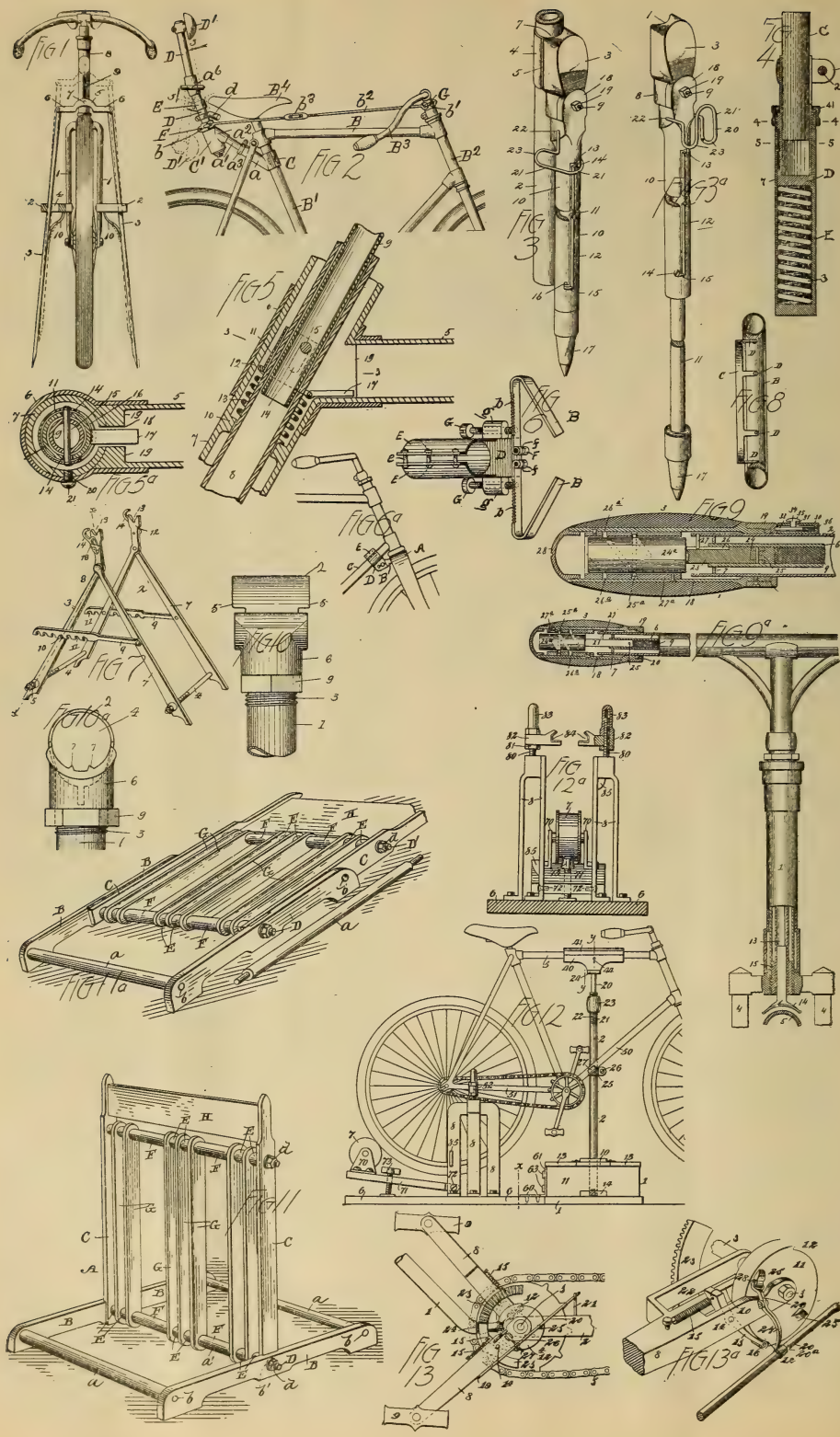
Fig. 4.—591,840.—Vehicle seat; H. W. Hakes, Millbury, Mass.; application filed January 13, 1896; serial No. 575,276.

This is a device for mounting the seat upon a spring within a frame tube of the vehicle, the resiliency of which spring may be varied. A tube E is employed, being closed at one end. Within the tube is placed a spring 3 upon which rests a second tube D, closed at one end and having clamped in its other end a saddle-post C. The tube D is provided with a shoulder 6 engaged by a flange 41 on the nut which is screw-threaded to engage the tube E. It will be seen that the rider is resiliently supported and that the tension of the spring may be varied to suit his requirements by screwing the nut up or down.

Meyer's Steering Mechanism.

Fig. 5.—591,864.—Attachments for bicycles; J. H. Meyer, Brooklyn, N. Y.; application filed February 4, 1897; serial No. 622,044.

It is stated that the object of this invention is to provide an improvement in which the steering wheel may be prevented from turning when pressure on the handle-bar is removed. To this end the head 7 is provided with a shoulder 10, upon which rests a spring 13 secured at its upper part to a sleeve 11, sliding on the stem 8 and engaging, by means of a cross piece 15, the handle-bar stem g (Fig. 5^a). The upper coil d of the spring is engaged by a jaw 17. This jaw may be drawn up to enter a slot when the steering mechanism will be locked, and



this occurs, as will be readily seen, when pressure is removed from the handle bar.

Plummer's Automatic Steering Device.

Fig. 6.—591,930.—Automatic guiding attachment for bicycles; H. Q. Plummer, Maplewood, Ind.; application filed October 30, 1896; serial No. 610,553.

Another automatic steerer is here shown. It consists of a bent spring B hinged to a block D, which is clamped to the frame bar C (Fig. 6*) just in the rear of the crown of the front fork. The spring B normally presses equally against each fork, and any inequality in the pressure may be regulated by the adjusting screws G.

Hiekisch's Folding Cycle Stand.

Fig. 7.—591,969.—Bicycle stand; P. Hiekisch, Decatur, Ill.; application filed May 4, 1896; serial No. 590,064.

This support is designed to hold bicycles having wheels of different sizes. It is made of metal and comprises diverging legs 3 pivoted together at 8 and having an adjustable cross brace 9. By this means the height of the apex above the ground may be regulated. The upper part carries hooks to receive the rear axle. As will be seen, the support may be readily folded.

Johnson's Brake Rim.

Fig. 8.—591,974.—Bicycle brake; G. A. Johnson, Traverse City, Mich.; application filed August 24, 1896; serial No. 603,750.

This invention consists simply of a metallic rim C secured to the inner surface of the rim of a bicycle wheel and designed to receive the pressure of the brake.

Concealed Bicycle Brake.

Fig. 9.—591,994.—Bicycle brake; J. B. Warren and C. W. Jones, Kansas City, Mo.; application filed April 6, 1896; serial No. 586,438.

A hand-operated brake is here shown. By pressing the button 34 the handle 3 may be rotated and projections thereon will engage the grooves in the piston 24, moving the same backwardly or forwardly, and, since this piston is connected by the cable 9 to the brake 14, applying the brake. The cable passes through a tube 6 (Fig. 9*). In this way a flexible connection is made to act like a rigid rod.

Olds' Improved Handle-Bar Clip.

Fig. 10.—592,018.—Bicycle handle bar clip; E. H. Olds, Fort Wayne, Ind.; application filed March 1, 1897; serial No. 625 623.

An improvement in mechanism for securing handle bars in position is here shown. A clip 2 is stamped from spring steel and

its ends are united and formed into an annular screw-threaded portion 3, which is rigidly secured to the stem 1. Loosely surrounding the tubular portion of the clip is a sleeve 6 carrying a concaved portion having projections 7 and 7 (Fig. 10*). Below this and engaging the screw threaded portion of the clip is a nut 9. By screwing up the nut 9, the part 8 of the sleeve 6 compresses the clip upon the handle-bar, securing it; and the projections 7 are an additional securing means.

Frambes' Folding Cycle Stand.

Fig. 11.—592,086.—Bicycle support or rack; H. S. Frambes, East Saginaw, Mich.; application filed August 17, 1896; serial No. 603,010.

The illustrations of this support are so clear that little description is necessary. The upright side pieces C and C are designed to spring into engagement with the mortised channels in the side pieces B and B, thereby maintaining the perpendicularity of the supporting bars G. By removing the rod a (Fig. 11*) and springing the uprights C and C out of engagement with the grooves in the side pieces, the stand may be folded flat.

Law's Home Trainer.

Fig. 12.—592,093.—Bicycle trainer; S. H. Law, Brooklyn, N. Y.; application filed April 17, 1896; serial No. 587,949.

A combined bicycle stand and home trainer is here illustrated. On a platform 1 and 6 is secured a standard 2, having a clip at its upper portion and a bracket 27, so spaced apart as to receive the frame. This is the support. In addition the rear portion of the frame may be held in the bracket 84, adjustably secured to the standard 8 (Fig. 12*). Pressing against the driving wheel is a roller 7, journaled in bearings on an arm 71. This latter may be pressed upwardly by the screw 73 to vary the pressure between the roller and the driving wheel.

Martin's Driving Mechanism.

Fig. 13.—592,156.—Bicycle driving gear; J. E. Martin, North Dakota; application filed April 20, 1896; serial No. 588,343.

This was designed as an improvement in driving gear. The customary sprocket wheels are employed. Fulcrumed on each end of a crank shaft are levers 8, provided with pedals 9. These levers are forked at their inner ends for the reception of a spring pawl 13, which engages notches in a wheel 11 secured to the crank-shaft (Fig. 13*). Each lever 8 is provided with a toothed segment 23, engaging an intermediate beveled pinion 24. The operation is readily perceived.

PEOPLE AND THINGS

PEORIA TIRES AFTER RECORDS.

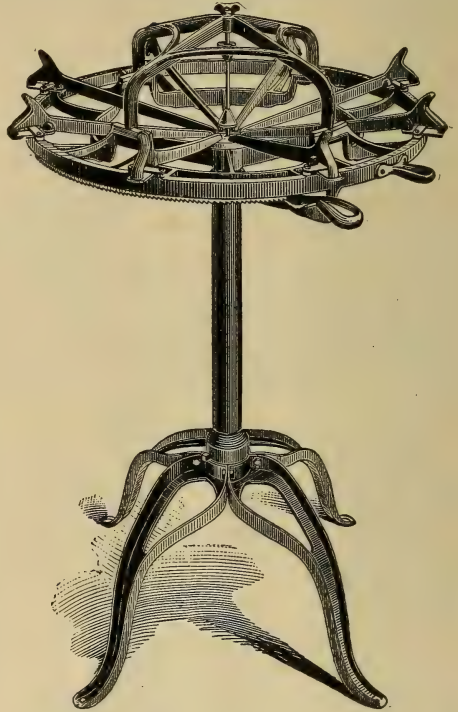
The Peoria Rubber & Mfg. Co. has during the past two years devoted its entire time and attention to convincing the riding public that its tire is one of the best for road use. Having succeeded in this, the company is about to turn its attention to the track and demonstrate that the tire is also speedy. With this object in view it has decided to go into the racing game on a large scale. The company has signed E. A. McDuffie as a star and also signed an army of pacemakers. McDuffie is now quartered at Willow Grove track, Philadelphia, and will go after all records from one mile up. In signing pacemakers for McDuffie nothing was considered except the securing of the very best aggregation of multicycles that could be obtained, and after careful investigation, six Orient racing singles and the entire pacing artillery of the Waltham Mfg. Co. was secured. This includes six singles, six tandems, eight triplets, six quads, eight quintos, eight sextets, and the famous ten-seater. To propel these forty-three machines, 158 pacemakers are required in addition to whom a small army of trainers and attendants, bringing the total up to a figure hitherto unheard of. The party will be quartered at Willow Grove until the season is too far advanced for further attempts in the north, when it will be moved to some track in the south suitable for record breaking.

That such extensive preparations should be made by a concern hitherto unknown in racing matters, has excited considerable comment, and will no doubt result in a greater interest among the manufacturers for next season and directly improve the situation for racing in the future.

NEEDED BY REPAIRMEN.

What promises to be a popular tool for repairmen is the new model Keene Lacing and Truing chuck, manufactured by the New England Cycle Supply Co., 186 Myrtle street, Keene, N. H. In this chuck are embodied the two features necessary to a successful wheel building machine, i. e., rigidity and accuracy. The bed and jaws are rigidly constructed to resist the severe warping and diametral strains. All working parts are accurately machined and absolutely interchangeable. The device for

operating the jaws is quick acting and positive. When the rim is locked in position the maximum planimetric or radical inaccuracy of the machine is guaranteed not to



exceed 1-64 of an inch. The chuck will admit wheel with any number of spokes which fact, with its low price and labor-saving qualities, make a necessary adjunct to every repair shop.

FOWLER MFG. CO. ASSIGNS.

The plant of the Fowler Cycle Mfg. Co., 142 and 148 West Washington street, Chicago, was closed last Friday afternoon under an assignment made in the county court, the Chicago Title & Trust Co. being named as assignee. Pending the taking of an inventory which will require a week or ten days, no statement of assets and liabilities can be made. The direct cause of the failure is assigned by the attorneys of the company to the "accursed installment plan of selling wheels" which has been fatal to so many bicycle firms. Collections were very slow, and this, together with the fall in

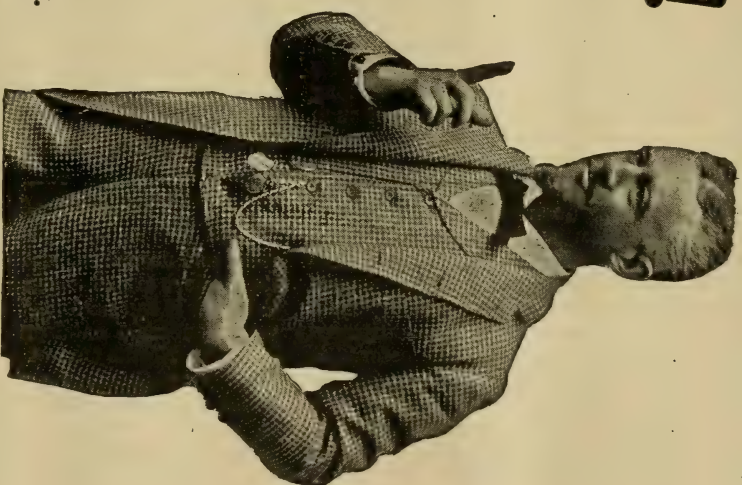
YOU ARE SAFE!

Of course, not quite as safe as when in "your own mother's arms," if your mount is made of "SHELBY" tubing; but just as safe as the very highest grade steel will make the bicycle frame under you. INSIST on your dealer furnishing you with a wheel made from SHELBY TUBING.

THE LEADING MANUFACTURERS
USE IT. WHY? BECAUSE IT HAS

QUALITY.

Write us when in the market.



THE SHELBY STEEL TUBE COMPANY,

Main Office and Works, Shelby, Ohio, U. S. A.

Eastern Office and Wareroom,
144 Chambers St., New York.

European Office and Wareroom,
29 Constitution Hill, Birmingham, Eng.

Western Office and Wareroom,
135 Lake St., Chicago, Ills.

the price of wheels, left the company in arrearage one week on salaries to its employes, who appointed a delegation to wait upon the treasurer with a demand for back pay. This the company was unable to meet at the time, and a meeting of the directors was called, at which it was decided to take the above course. Notice of the action was posted at the entrance of the factory Friday evening, in which employes were requested to call for salaries on the assignee at 100 Washington street, October 28.

With regard to the future of the concern, Mr. Moulton, speaking for the attorneys, said: "Until the inventory has been completed and a statement of the exact conditions placed before the creditors, it is impossible to say what course will be pursued, but it is hoped that the business will be continued, as there is a fortune outstanding and the Fowler bicycles have a good reputation. The '98 models are out and they are beauties, and there is considerable stock on hand. If the plant and stock were to be sold they wouldn't bring a fraction of their value, under present conditions of the trade, and it is believed the creditors will prefer to continue the business." Attorney Moulton stated that while the action of the employes was the immediate cause of the assignment at this time, they are not directly responsible for the failure. The chief creditors of the company are Hermann Boker & Co., the Anglo-American Cycle Fittings Co., and Morgan & Wright, but it is not yet known in what sums the Fowler Cycle Mfg. Co. is indebted to them.

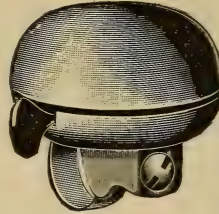
IS TESTING A NEW HANGER.

Fall trade has not yet opened up with the Turner Brass Works, 126 Kinzie street, Chicago. This well known concern makes crank-hangers, chain guards, and a long line of other cycle parts and fittings of such character that bicycle makers do not need to come to it for materials until their frames have been assembled. The company is somewhat slow about getting out new devices and patterns, partly for this reason but also, as the manager says, because they like to know that things are right before they put them out. The company has a reputation to sustain, and all new patterns are submitted to long, hard tests before the Turner people go ahead manufacturing for the trade. The firm has several new articles which it will bring out this winter, and which are believed to be "about right," as the manager states with visible pride. One of them is a new two piece crank-hanger, which is now being tested on the sandy roads of Michigan, where it

stood admirably the most severe usage. It has been taken apart and put together repeatedly on the road without suffering any ailment, its simplicity being one of its commendable features. A new seat-post is also being tested in a similar manner, and so far has proven eminently successful.

MILLS BELLS.

Long experience in the making of bells gives a certain prestige to the Mills Bell Co., Middletown, Conn., and the company's



new line for the '98 trade should be carefully examined. The bells have been made by the firm, under the exclusive patents of President N. T. Mills, for the past five years, and is said that "what Mr. Mills does

not know about bells is not worth knowing." Prices and terms can be had for the asking. The bells are made up in four sizes and eighteen different styles, so that all can be suited.

SEEKS A NEW LOCATION.

The Miami Cycle Mfg. Co. wants to secure a more central location for its Chicago retail store, which will no doubt be found farther north on Wabash avenue or in the new Cycle Row on Dearborn street near Madison when next season opens. The lease on the present commodious quarters, on the corner of Wabash avenue and Congress street, which runs till May 1, will be sub-let as soon as a tenant can be found.

New models of the Racycle are not yet out, but work is progressing satisfactorily on them at the Ohio factory and they will make their appearance early in November. No details are yet obtainable other than that the chief feature of the Racycle cranks and hanger bearings will of course be retained, having proved a "taking" feature with the public.

THE DAYTON SWAGING MACHINE.

"The Dayton Swaging machine, illustrated and described, showing its place in the modern art of swaging and indicating the work it can perform," is the title of a very handsome catalogue issued by the Excelsior Needle Co., of Torrington, Conn. The Dayton Swaging machine, employs dies which are as simple in their essential features as the most primitive swaging tools. These dies, which are adjustable in their relation one to the other, are carried in a slot in the face of a revolving mandrel, and are held between a pair of blocks with rounded ends. Outside of and around the

100,000 FAUBER HANGERS FOR 1898

Two Styles of Cranks, Two Styles of Sprockets,
Two Styles of Brackets.

Samples Ready for Delivery Nov. 1.

(New Styles will be covered by Design Patents.)

We have licensed the following manufacturers to use one-piece crank-axes:

Acme Mfg. Co., Reading, Pa.
Barnes Cycle Co., Syracuse, N. Y.
Bean-Chamberlin Mfg. Co., Hudson, Mich.
Buffalo Cycle Co., Buffalo, N. Y.
Buffalo Wheel Co., Buffalo, N. Y.
Globe Cycle Co., Buffalo, N. Y.
Heinz & Munschauer, Buffalo, N. Y.
Keystone Match & Machine Co., Lebanon, Pa.
St. Nicholas Mfg. Co., Chicago, Ill.
Timmerman, O. W., Assignee, Little Falls, N. Y.
Union Cycle Mfg. Co., Highlandville, Mass.
Welland Vale Mfg. Co., St. Catharines, Ontario.

Drop forging concerns making ONE-PIECE cranks for other than licensed parties, are WARNED against infringing.

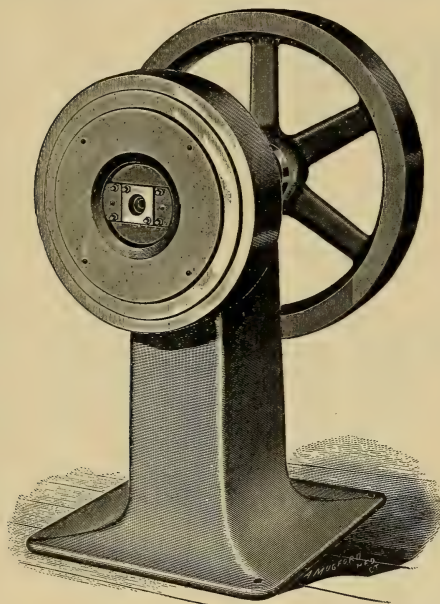
W. H. FAUBER,

70-74 W. Jackson St., - - CHICAGO, ILL.

Mention Bearings

mandrel is an annular rack containing loosely a number of hardened steel rollers. The revolution of the mandrel causes the dies and blocks with rounded ends to pass between successive pairs of opposing rollers, which force the dies together. The mandrel is hollow to permit the work to be fed through it. The dies revolve rapidly around the work, which is stationary, while the rack containing the rollers revolves very slowly, being moved only by the slight motion of the rollers during the time of contact with the blocks. Accordingly, the effect of the dies is very evenly distributed about the work.

The dies are blocks of hardened steel, which have formed upon their inner faces



the impression of the shape or the diameter of the work it is desired to produce, with an enlargement or flare at the outer or entering end large enough to allow the un-reduced stock to enter. The dies are set up, or, what is the same thing, the blocks with rounded ends, or the backers as they are called, are made to project more, by placing thin plates of steel between the ends of the dies and the backers. The dies and backers are held in place in the slot in the face of the mandrel by suitable plates. The mandrel is adapted to be run at any rate of speed required by the work being done. With five pairs of rollers in the rack, there will be ten closures of the dies to each revolution, varied only by the slight motion imparted to the rack by the backers striking the rollers. Running at a speed of 400 revolutions per minute, therefore, the blows

upon, or closures of the dies will approximate 4,000. The effectiveness of the machine is thus made apparent.

The accompanying cut shows the No. 4 machine, which lists at \$600, and has a capacity from two inches down. It occupies floor space, 30x34 inches; the extreme height is 4 feet, 3 inches; the diameter of the balance wheel is 36 inches; the width of face of balance wheel, 4 inches; nominal speed, 250 revolutions; counter shaft; tight and loose pulleys, 16x4½ inches; driving pulley, 24x4½ inches.

THE TRIBUNE LINE FOR '98.

The Black Mfg. Co., of Erie, Pa., has issued an advance catalogue in which is described the complete Tribune line for '98. The prices will range from \$50 to \$200, and the line will consist of eleven models. At the present time the only complete models ready for exhibition are Models 33 and 34, the \$50 machines. Model 33 is the men's wheel, the specifications of which are as follows: Frame, 23 or 25-inch diamond frame, made of best quality weldless drawn steel tubing; fork-crown, arched, drop forging, nickel-plated; hubs, large diameter and turned from bar steel; spokes, cold swaged piano wire tangent spokes, 32 to front and 36 to rear wheel; rims, Kundtz locked joint, handsomely finished in mahogany; bearings, fine tool steel cut from the bar, fitted with felt washers and ball retainers, absolutely dust proof; sprockets, detachable pressed steel, 23-tooth front and 9 tooth rear, 72 gear; chain, ¼-inch extra quality, blued side plates, and polished straw color centers; handle-bars, steel tubular, handsomely nickeled, adjustable; cranks, detachable square toughened cranks, standard pattern, 7-inch throw; tread, 4⅞ inches; pedals, new pattern rat-trap, with tool steel bearings; saddle, Special Tribune, option on four varieties, including a hygienic and anatomical; tires, special Tribune, single-tube road tires, 1⅝ inches; finish, black enamel, gold striped, with nickel trimmings and spokes; weight, 23½ pounds. Price, \$50. Model 34 is the \$50 ladies' wheel.

The other models are:

Model 35, men's—Frame, 22½, 24, and 26½ inches; drop to hanger, 1½ inches; gear, 73½; chain, ¼-inch; bars, steel, adjustable; round cranks, 6½ or 7-inch throw; tread, 4⅞ inches; rat-trap or rubber pedals; Tribune saddle; Tribune special single-tube road racing tires, 1⅝ inches; weight, about 23 pounds; finish, black, gold striped. Price, \$75.

Model 36, ladies'—Frame, 20½, 22½, and 24 inches; drop to hanger, 1½ inches; gear, 70; chain, ¼-inch; bars, steel, adjustable; round cranks, 6½-inch throw; rubber pedals;



Model 33 Tribune.

Tribune saddle; Tribune special single-tube road racing tires, $1\frac{1}{8}$ inches; weight, about $24\frac{1}{2}$ pounds; finish, black, gold striped. Price, \$75.

Model 350, road racer—Frame, 23 inches only; drop to hanger, $2\frac{1}{2}$ inches; gear, 77; chain, 3-16 inch; bars, steel, adjustable; round cranks, $6\frac{1}{2}$ or 7-inch throw; tread, $\frac{1}{4}$ inches; rat-trap pedals; Tribune racing saddle; Tribune special single-tube road racing tires, $1\frac{1}{2}$ inches; weight, about 22 pounds; finish, black, gold striped. Price, \$75

Model 37, men's Tribune Blue Streak—Frame, $22\frac{1}{2}$, 24, and $26\frac{1}{2}$ inches; drop to

hanger, $2\frac{1}{2}$ inches; gear, 77; chain, 3-16 inch, nickel steel; bars, steel, adjustable; round cranks, $6\frac{1}{2}$ or 7-inch throw; tread, $\frac{1}{4}$ inches; rat-trap pedals; Tribune saddle; Tribune special single-tube road racing tires, $1\frac{1}{2}$ inches; weight, about $20\frac{1}{2}$ pounds; finish, robin's egg blue, gold striped. Price, \$100.

Model 38, ladies' Tribune Blue Streak—Frame, $20\frac{1}{2}$, $22\frac{1}{2}$, and 24 inches; drop to hanger, $2\frac{1}{2}$ inches; gear, 70; chain, 3-16 inch, nickel steel; bars, steel, adjustable; round cranks, $6\frac{1}{2}$ -inch throw; rubber pedals; Christy saddle; Tribune special single-tube road racing tires, $1\frac{1}{2}$ inches;



Model 34 Tribune.

weight, about 23 pounds; finish, robin's egg blue, gold striped. Price, \$100.

Blue Streak track racer—Frame, 23 inch only; drop to hanger, 3 inches; gear, 84; chain, 3.16 inch, nickel steel; bars, steel, adjustable; round cranks, $6\frac{1}{2}$ -inch throw; tread, $4\frac{1}{8}$ inches; rat-trap pedals; Tribune saddle; Tribune special single-tube track racing tires, $1\frac{3}{8}$ inches; weight about $19\frac{1}{2}$ pounds; finish, robin's egg blue, gold striped. Price, \$115.

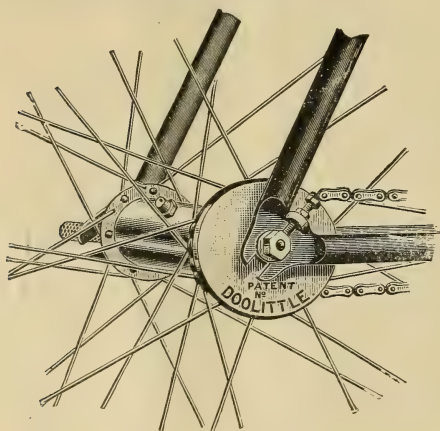
Model 39, combination tandem with detachable front brace—Frame, 24 and 21 inches; drop to hanger, $1\frac{1}{2}$ inches; gear, $74\frac{1}{4}$; bars, steel, adjustable; round cranks, $6\frac{1}{2}$ or 7-inch throw; rat-trap or rubber pedals; Tribune saddles; Tribune special tandem tires, $1\frac{3}{4}$ inches; finish, black, gold striped. Price, \$125.

Track racing tandem—Frame, 23 inches, with double upper tubes; drop to hanger, $21\frac{1}{2}$ inches; gear, 84; bars, steel, adjustable; round cranks, $6\frac{1}{2}$ or 7-inch throw; rat-trap pedals; Tribune racing saddles; Tribune special tandem racing tires, $1\frac{5}{8}$ inches; weight, about 37 pounds; finish, robin's egg blue, gold striped. Price, \$150.

Tribune triplet—Height of frame, 23 inches, with double upper tubes; drop to hanger, $1\frac{3}{4}$ inches; gear, $87\frac{1}{2}$; bars, steel, adjustable; round cranks, $6\frac{1}{2}$ or 7-inch throw; rat-trap pedals; Tribune racing saddles; special Tribune triplet tires, $1\frac{3}{4}$ inches; weight, about 58 pounds; finish, robin's egg blue, gold striped. Price, \$200

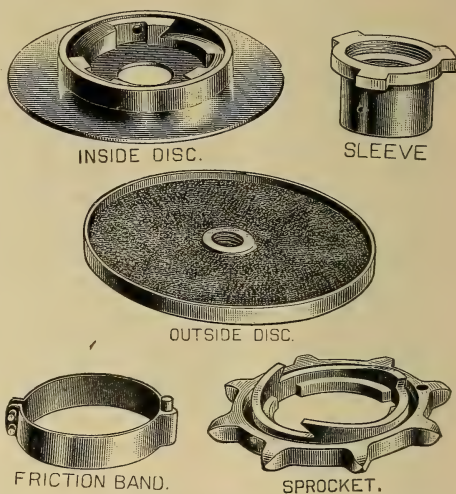
THE DOOLITTLE BRAKE.

In appearance, material, and convenience, the Doolittle automatic brake, controlled in



the United States, by the Doolittle Patent Automatic Brake Co., 168 Church street, New York, is equal to any affair of the kind that has been placed in the market. It attaches to the rear hub, and therefore

does not wear out the tire, a fact that will be appreciated by all riders. Composed of few parts, each of which has its uses, there is no possibility of the affair getting out of order,



while the action is certain. It can be attached to any wheel, yet does not show itself to the casual observer. As a seller it should be found a good one, and dealers should write for discounts to the firm.

WAINWRIGHT AND BEN-HUR.

L. M. Wainwright, president of the Central Cycle Mfg. Co., of Indianapolis, Ind., so well known in the trade through the manufacture of Ben Hur bicycles, has finally decided to leave the reorganization of the old company to others, and is now negotiating with large manufacturers in the east for his services. It is unfortunate that Mr. Wainwright will no longer be identified with Ben Hur bicycles. He has built up a reputation as a manufacturer, merchant, and designer of bicycles equaled by few, and while the company securing his services is to be congratulated, we, with the trade in general, regret the separation of the two familiar names—Wainwright and Ben-Hur bicycles.

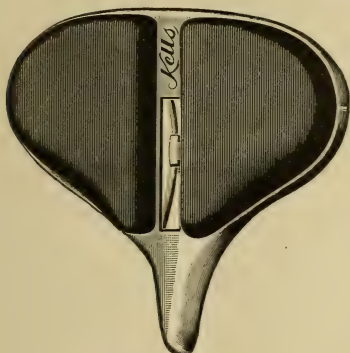
A PALMER TESTIMONIAL.

"Regarding the service given me by the Palmer Mexican tires during my recent cycle tour in Europe," writes David Gibson, of the Chicago Times-Herald, to the Palmer Pneumatic Tire Co., "it gives me pleasure to state that although I rode for over 1,200 miles on hard flint roads, and, for the most part, through a rough and rugged country in the highlands of Scotland, I did not once have occasion to use the repair outfit with which I supplied myself before commencing

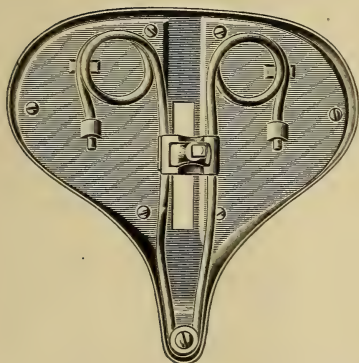
the journey, and my tires are still in A1 condition. This is nothing less than remarkable, considering the hard "metal" surface of the roads over which I traveled, and which are extremely severe on bicycle tires. As a result of my experience, I can conscientiously say that the Palmer Mexican stands the racket better than any tire of which I have knowledge, and during the eight years which I have been riding, I have tried nearly all of the leading makes."

THE KELLS SADDLES.

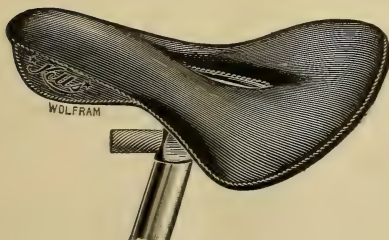
The Kells Mfg. Co., of Cleveland, Ohio, shows a very handsome line of saddles for



Special No. 40.



Special No. 40.—Bottom View.

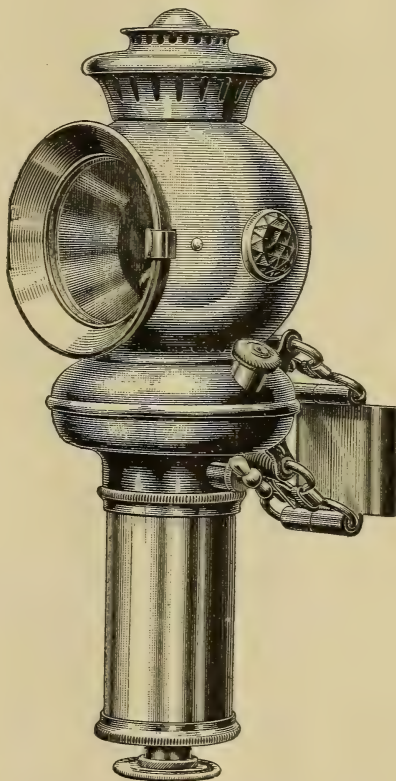


No. 16.

made either plain or padded and makes as handsome and durable a saddle as any on the market. No. 18 is identically the same except that it is made somewhat wider. No. 40, the Special, is of the padded variety that has recently become so popular and is also handsome and well made. All the Kells saddles are made with an aluminum base, making them lighter than steel, and indestructible.

THE ACETYLITE LAMP.

Unquestionably one of the handsomest, most brilliant, and simplest bicycle and carriage lamps on the market today is the Acetylite, illustrated herewith and made by the Schumacher Acetylite Lamp Co., having offices at 84 LaSalle street, Chicago. As seen from the cut, the lamp is of symmetrical proportions and artistic shape. It is full nickeled and has jeweled side lights



and clear glass front lens. As its name implies, it is an acetylene gas burner and produces a light that is positively dazzling in its brilliancy. The internal construction of the lamp has been perfected to a point where it is claimed to be not only non-explosive but also non-explodable even in the hands of the most incompetent person, due

next year's business. The three leading styles are No.'s 16, 18, and 40. No. 16 is

to the fact that it burns all the gas that is generated.

The mechanism is extremely simple, the lamp being recharged by the insertion of a cartridge of calcium carbide in the lower cylinder, the removal of the old cartridge automatically cleaning the cylinder, thereby obviating the necessity of soiling the hands in the performance of an always disagreeable task. A small valve regulates the flow of water from the reservoir or middle portion of the lamp, and the carbide cartridge is fed upward by the large thumb screw shown at the extreme base. The company is secretive regarding the precise construction of the feed-water valves, etc., since, as the manager says, there have already been too many infringements of the patents, one bold imitator even going so far as to copy verbatim the advertising matter put out by the Schumacher people.

Photometric tests made by the United States Lighthouse Department give the Schumacher Acetylite lamp a candle-power of .86 40-100, which is sufficiently strong to make plainly visible objects seventy-five feet ahead. The claims made for the lamp are that it is the cleanest, safest, and quickest to operate on the market; that it will not go out until put or burned out; that there is no pressure of gas, no dirt, no odor, no storage of gas, no smoke, and no trouble. The weight of the lamp, complete and loaded, is seventeen ounces. It retails for \$3.75, and cartridges to burn from one to five hours are sold for thirty-five cents per dozen.

A CHAINLESS RUMOR.

A telegraph dispatch in the Chicago daily papers last Wednesday stated that several of the large makers had formed a combine to fight Colonel Pope's patents on the chainless wheel. It was said that a feud had been raised and that the matter would be carried to the courts. Prominent attorneys who have been consulted are said to have declared the old League patents invalid and that the opposition could win if the case was pushed.

One of Pope's licensees mentioned as being in the opposition ranks was shown the dispatch and laughed at it. "I am a Pope licensee," he said, "and you can be sure I am not in any combine to fight the patent. There may be some truth in the story, but I doubt it. It's more than likely that it is one of those newspaper stories."

Among the Pope licensees are the makers of the Spalding, Sterling, Syracuse, Stearns, Keating, Warwick, and White.

It is stated on very good authority that the Western Wheel Works will build a chainless wheel that will list at \$75. And

furthermore that the Columbia principle will be used, notwithstanding the fact that the Western Wheel Works is not one of Pope's licensees. It is also reported that President Coleman has announced his intention of attacking Colonel Pope's patent, and that he will carry the case through to the highest courts. At the offices of the Crescent makers it was impossible to learn anything definite, Mr. Coleman being out of town and Mr. Day refusing to say anything.

A NEW CHAIN GEAR.

The Overman Wheel Co. has been investigating the question of chain gears and how to do away with the difficulties of the chain-driven bicycle. The company announces that the '98 Victor models will be fitted with chain gear which will do away with the difficulties experienced in wet and muddy riding, and that the snapping and breaking which all who ride in the rain and mud have experienced is a thing of the past.

GEAR-CASE CLEARANCE.

The Frost Gear Case Co. has had a great many inquiries from manufacturers requesting clearance necessary in order to fit the improved '98 Frost gear case. Believing it is a matter of quite general interest, not only to the large manufacturers, but to the smaller manufacturers also, the Frost company gives the following information regarding the clearance desired for attaching the '98 model of the Frost gear-case: At the crank-hanger the distance from the center of the sprocket to the pedal crank should be one-half inch. All sprocket nuts, sprocket rim, and other revolving parts attached to the sprocket, should clear the frame about one-eighth inch. At the rear there should be a distance of one-half inch from the center of the rear sprocket to the nearer edge of spoke flange, also a distance of one-half inch from the center of the rear sprocket to the nearest point of the frame. This clearance should obtain a full two inches above center of rear axle and two inches in front of center of rear axle.

HEATH PUMPS.

The Heath-Quimby Co., 216 First avenue, south, Minneapolis, Minn., whose line of bicycle pumps is so well and favorably known to the bicycle sundries trade throughout the world, is adding a lot of new machinery to its plant, more than doubling its capacity of the past season. The company reports that it will run its entire factory full blast all winter in order not to disappoint its large jobbing customers on early shipments. Several new pumps have been added to its line, and its

SINGLE 1898 TUBE HODGMAN TIRES.

Models for next season are ready, and have distinct advantages
which will commend them to every bicycle manufacturer.

“MADE OF RUBBER”

as always.

SUPPLY DEPOTS:
Cable Rubber Co., Boston.
Seltzer-Klahr Hdw. Co., Philadelphia.
Weed & Co., Buffalo.
Southern Cycle Supply Co., Charleston, S. C.
Denver Rubber Co., Denver, Colo.

HODGMAN RUBBER COMPANY,
NEW YORK.

Mention Bearings

Money can not
build anything better
than the.....



'98 Iroquois

and agents who are looking for distinguishing
features for '98 will find it to their interest to
communicate with the

Iroquois Cycle Works,
331-333 Wabash Ave.,
Chicago.



'98 catalogue will be out and distributed to the trade in about three weeks' time. Its pumps next season will be equipped with the well known Heath universal couplings, and also with a new one-piece swivel connection, for which the company has applied for letters patent. This swivel connection is said to be made absolutely air-tight by the mere act of screwing it into the valve, in which respect it differs from the various forms of one-piece swivel connections that have been on the market this year.

PROTECTING TRADE-MARKS.

Kirk Brown, secretary of the press committee of the National Board of Trade of Cycle Manufacturers, says:

"As quickly as possible arrangements will be completed so that members, by simply filling out the proper blanks, will be able to have trade-marks, brand names, designs, etc., patented in every country throughout the world that affords a considerable market for bicycles. Manufacturers are respectfully urged to protect their trade marks, especially in Germany, without delay. Manufacturers exporting to that country will appreciate the immediate necessity for obtaining protection for their trade-marks. Arrangements have nearly been completed by which a prominent German merchant, whose integrity is vouched for by Consul-General de Kay, of Berlin, will, on behalf of the cycle board of trade, patent American trade-marks and turn them over to their American owners for a nominal sum. If interested, write this office at once and full particulars will be sent you at the earliest possible moment."

In another letter, Mr. Brown says: "Under Article XVII of the consular convention with Germany, dated December 11, 1871, American citizens should enjoy in Germany the same protection as Germans 'with regard to patents and marks of manufacture and trade.' Notwithstanding this, there have lately been brought to the attention of this board several instances in which American manufacturers have narrowly escaped the theft of their trade-marks because of the inadequate protection accorded them by the German laws. A reference to this matter can be found on page 439 of consular reports for March of this year.

"It seems that no inquiry is made by the German patent office as to the applicant's right to a trade-mark, and that there is no redress for owners upon whose trade marks some one in Germany has taken out a patent. The German patentee can prevent the sale of goods so marked in Germany unless the foreign manufacturer makes terms with him.

"The United States consul at Berlin," Charles de Kay, reports that according to a lately issued law, the German chancellor has the power to give or withhold a protection in Germany on trade-marks of foreign origin. He has the power of reciprocity toward foreign countries. If he publishes in the official organ a decree that the trade-marks in a given country are to be held inviolable, then, and not till then, can a German who uses a foreign trade-mark be held to answer before the court.

"Under the terms of our consular convention, as above quoted, would it not be in order for this government to request the chancellor to issue such a decree with respect to American trade-marks? The American bicycle is so much superior to the German product that its competition has of late assumed alarming proportions to German manufacturers, who have combined to do everything possible to keep American bicycles out of their market. By threats of a boycott the trade journals were compelled to refuse to accept advertisements of American machines. An attempt is now being made to increase the duty on them, and from private sources it is learned that a systematic effort is to be made to patent all well-known American trade-marks, and either use them on the commonest goods in order to injure the reputation of American wheels, or prevent altogether the importation of American bicycles.

"Can the American bicycle manufacturer look to the government for any relief from this state of affairs?"

THE INGERSOLL HUB.

The trade will be pleased to learn that Robt. H. Ingersoll & Bro., 65 Cortlandt street, New York City, are branching out as eastern representatives of a number of eastern concerns, and are also placing themselves further in the good graces of the trade by making a new hub that should prove a seller. The hub is a strictly high-grade affair, with a number of good features and sold at a popular figure. All the cones and cups are turned from solid bar steel, and, in fact, it is a thoroughly up to date hub at a reasonable price. The '98 catalogue is now being completed, and the firm would be pleased to hear from eastern manufacturers who desire to have their new goods represented in it. At the present time the firm has on hand thousands of handle bars, pedals, and hubs, which are fast being sold through the energetic methods of this firm, which now has a national reputation.

TRADE BRIEFS

W. H. Penseyres, of the Globe Cycle Works, of Buffalo, is suffering with typhoid fever.

William Stearns, superintendent of repair shops for the Boston Woven Hose & Rubber Co., was in Chicago this week.

The H. C. Phillips Mfg. Co., of Butler, Pa., maker of the Hammock saddle, is enlarging its plant on account of orders taken for '98.

M. J. Dooler, of the Warwick & Stockton Co., of Newark, N. J., is in Chicago this week. He reports a good trade with the Leader hub and pedal.

Alfred M. Hendee has accepted a position as manager of the office department of the Globe Cycle Works, of Buffalo, and will look after the credits.

G. A. Phillips, builder of the Franklin quad, has been sent to Philadelphia by the Waltham Mfg. Co., to steer one of the quads which will pace McDuffie for records.

Col. Theodore Dodge, who owns the bicycle step patent, has issued a circular to the trade notifying the makers that he controls the patent, and offering to license them or sell them the steps.

The Adams and Westlake Co., of Chicago, is working on its '98 models, which will be ready for inspection in a short time. There will be two lines of machines made by the company, one at \$75 and the other at \$50.

The National India Rubber Co. can now add twenty-six more world's records to its list of wins on Kangaroo tires as the result of the remarkable riding of Ray Duer and C. J. Miller at Buffalo, October 20 and 21.

Samuel Brock, the Brooklyn professional, has been engaged by the Dreadnought Tire Co. and is now making a trip through the west and south explaining the many virtues of this new departure in resiliency and puncture-proof qualities.

R. M. Stewart, who last year made such a success of the Beck saddle, has severed his connections with E. F. Beck & Sons and has connected himself with the well-known house, Gilliam Mfg. Co., of Canton, Ohio. His headquarters will be in Chicago.

W. C. Boak, of Buffalo, has removed to his new location, at 212 Terrace. He is now

so situated that he can take excellent care of the large trade he has established and his line of fittings and sundries promises to be even more popular than ever in '98.

James Josephi has been appointed eastern representative of the Ariel Cycle Mfg. Co., of Goshen, Ind., with the New England states, eastern New York, eastern Pennsylvania, Maryland, and the District of Columbia as territory.

The American Builder, one of the handsomest and best papers of its class, offers a list of 100 of the leading periodicals of America free to new subscribers. Particulars, together with specimen copy, may be had by addressing the American Builder, 184 LaSalle street, Chicago.

The New York Sporting Goods Co., which has done a large jobbing business in bicycles and sundries at 71 Nassau street, New York City, during the past season, is compiling its '98 catalogue and writes manufacturers to submit samples, and electrotypes of any new sundry.

The A. F. Shapleigh Hardware Co., of St. Louis, has done a large business as a jobber and manufacturers' agent of bicycle sundries, material, and supplies. The company has extended its facilities, and now invites correspondence from all manufacturers of goods of this class.

The report which has been put in circulation "that the L. M. Jones Co. has disposed of its cycle grip business," is entirely without foundation. The company is still at the old stand, and with its past experience and increased facilities is better able than ever to attend to the wants of its customers.

The Safety Mfg. Co., of Chicago, claims that it is about ready to bring the previously threatened proceedings against infringers of its patents on the Shannon Locking Holder. This the company states, will likely include all of the makers of the locking holder devices that in any way conceal the mode of attachment to a wall or object.

The Merwin-Jochum-Worth Co., 11 Broadway, New York City, reports a splendid business. This company is sales agent for the Bridgeport Chain Co., the Hardware Specialty Co., the J. A. & P. E. Dutcher Co., the Winona Wood Rim Co., the Butler &

Ward Co., Joseph N. Smith & Co., Cushman & Denison, Toledo Tube Co., the Erwin Mfg. Co., the Barnes Tool Co., and the Spaulding Machine Screw Co., and sells everything in the cycle fittings line.

F. A. Leland, the League tire sales manager, has been visiting western New York and Ohio during the past week, closing up several large deals with prominent manufacturers. W. H. Becannon, of the League corps, has just returned to New York City after a successful business trip through New York and Pennsylvania. He reports business in fine shape, the demand for tires being much stronger than it was at this time last year.

The Horace Partridge Co., 55-57 Hanover street, Boston, is at work on its sundry and fittings catalogue. The company has a very large sundry business in New England, and has over 700 customers whom the company's representatives visit every three weeks. It announces that it is in a position to handle exclusive New England business for any manufacturer or manufacturer's agents as far as such business refers to repairers, jobbers, and bicycle dealers.

The Electric City Wheel Co., of Buffalo, N. Y., has had a most prosperous year, the orders being so numerous that it was found impossible to care for them all. The ma-

chine made by the company was a most popular one and met with such favor that the company has decided to largely increase its output in '98. With this idea in mind the capital stock of the company has been increased from \$25,000 to \$50,000.

The Northern Cycle Supply Co., 116 South Sixth street, Minneapolis, Minn., which has been locally jobbing cycle fittings, material, and sundries, is arranging to extend its trade throughout the northwest. It will make a specialty in '98 of furnishing repairmen and small assemblers with the highest grade material for building wheels to order. The company's '98 price list will not be issued until the standard new material has been definitely decided upon by the leading manufacturers.

The Hodgman Tire Co. announces that the distribution of the Hodgman tires in the southeastern territory for the coming season has been placed in the hands of the Southern Cycle Supply Co., of Charleston, S. C. This concern has made some very advantageous connections with prominent manufacturers of wheels and parts and has the brightest kind of prospects, owing to the fact that the business will be cared for by Messrs. F. F. Kintzing and A. J. Cahill, who have been so long identified with the southern trade.

TRADE HAPPENINGS

Alamosa, Colo.—J. D. Smith, bicycle dealer, is reported deceased.

Alpena, Mich.—The bicycle firm of Steele & Weber has been dissolved and is now known as Steele & Collins.

Arkansas City, Ark.—J. E. Davis, newspaper publisher, will embark in the bicycle business. He is inviting propositions from manufacturers.

Assumption, Ill.—J. A. Turgeon, handling musical merchandise, is preparing to add bicycles, and invites propositions from manufacturers.

Baltimore, Md.—E. E. Heiler has filed a petition in the circuit court asking for the appointment of a receiver to wind up the affairs of Geo. R. Snowdeal & Co., bicycle dealers doing business near Druid Hill Park.

Black Rock, Ark.—Charles G. Blakeslee, hardware and machinery dealer, is inviting propositions from cycle manufacturers, with a view of accepting an agency.

Brooklyn, N. Y.—The Ed. Jones Tubing Co. has been incorporated for \$1,800 by M. Salzman, S. Siegelman, and Ed. Jones, of Brooklyn.

Cedar Falls, Iowa.—Ebb Britten is erecting a bicycle store at this place.

Chicago, Ill.—The Northwestern Bicycle Protective Association has certified to a change of name to the Columbian Guaranty Co.; also a change of object of incorporation.

Chillicothe, Ohio.—William J. West has made arrangements to start a bicycle factory here.

Clinton, Ont.—H. L. Brown, bicycle dealer, is reported to have made an assignment.

Columbus, Ga.—J. F. Weathers & Bro., handling furniture, etc., will add a line of bicycles, and are inviting propositions from manufacturers.

Danvers, Mass.—Giles has purchased the bicycle business of Chas. T. Inman.

Dansville, N. Y.—The stockholders of the George Sweet Mfg. Co. will meet October 29 to vote on the proposition to enlarge their business so as to include the manufacture of all kinds of machinery, bicycle sundries, etc.

Derby, Conn.—P. E. Francis, selling harness and bicycles, is reported to have made an assignment.

Glens Falls, N. Y.—The Hurd building on Glen street, occupied by Budd Bros., as a bicycle factory, was injured by fire causing a loss of about \$4,000.

Harvey, Ill.—Gibler Bros., furniture dealers, will add a bicycle department.

Jacksonville, Fla.—L. Nathan and D. Williams contemplate opening a bicycle store in the Park opera house block.

Jacksonville, Fla.—Sable Bros., selling vehicles, bicycles, etc., are closing out their entire stock of wheels.

Kalamazoo, Mich.—Articles of incorporation have been filed by the Kalamazoo Cycle Co. Capital, \$10,000; Rush McNair, president; H. H. Everard, secretary and treasurer; M. E. Blood, general manager.

Keene, N. H.—At a special meeting of the stockholders of the Trinity Cycle Mfg. Co., held Monday,

Look out for '98

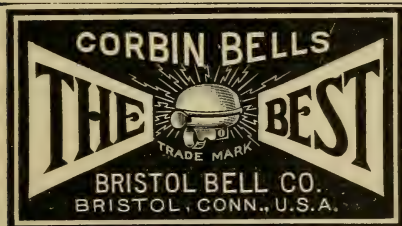
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NEW PATENTS

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| 1 Milling Machine. | 3 Engine Lathes. |
| 1 Drill Press. | 1 Double-Action Press. |
| 3 Screw Machines. | 1 Drop Hammer. |
| 2 Polishing Stands. | |

Plating plant, capacity 200 gallons, also a lot of small tools.

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2,000 Bicycles Wanted

FOR THE SCANDINAVIAN MARKET.

Two-thirds gents'; one-third ladies'; with M. & W., G. & J. tires, also with Dunlop rims only. Quality cheapest, warranted. Quote lowest cash prices F. O. B. New York steamer, and inclose exact illustrations and full specifications. **PAUL CHRISTENSEN,** Importer of Cycles and Parts, Copenhagen, Denmark.



DROP FORGINGS

are cheaper than

STAMPINGS.

Experience has taught us this.
Let us quote you prices.

J. C. SPEIRS & CO.
WORCESTER, MASS.

Mention Bearings

INDIANA CHAIN CO.

INDIANAPOLIS, IND., U. S. A.

Makers of Celebrated Indiana Chains. Write for prices.

FOR mailed for 25c.

No.7

Mention Bearings

it was voted to increase the capital stock \$40,000.

Keithsburg, Ill.—Perry F. Hurbert, selling bicycles, will commence business. He is inviting propositions from manufacturers.

Lake City, Fla.—W. F. Watts has opened a new bicycle store.

Lakeland, Fla.—L. W. Cowdry, handling hardware, etc., will add bicycles.

Lafayette, Ind.—On the petition of the creditors of the Richmond Bicycle Co., which recently filed mortgages for the protection of creditors, Finley Newlin has been appointed receiver.

Lambertville, N. J.—The building used for making bicycle tires at the New Jersey's Rubber Co.'s plant has been destroyed by fire.

Lenox, Mass.—C. Curtis has purchased the bicycle repair store and bicycle supplies of L. H. Reguir.

Lowell, Mass.—The Sigsbee Co. will manufacture a new automatic bicycle saddle.

Luverne, Ala.—The F. H. Folmar Hardware Co. has commenced business, and will add a bicycle department.

Monroeville, Ohio.—R. H. Ramsey has opened a new bicycle repair store.

Moorhead, Minn.—J. E. Johnson's bicycle store has been destroyed by fire.

Mt. Vernon, Ohio.—An agreement has been reached whereby the striking employees of the Ohio Tube Works, at Warren, Ohio, will resume work at an advance of five per cent.

Newark, N. J.—Oscar Keen has been appointed receiver of the Beck Bicycle Saddle Co. The assets of the concern are placed at \$36,000 and the liabilities at \$34,000.

New Haven, Conn.—J. McKee & Co., of Norwich, manufacturers of bicycles, are desirous of locating a plant in this city.

New York, N. Y.—The Jolley Bicycle Novelty Co., has been incorporated for \$1,200 by I. C. Hutchinson, 15 Whitehall street; G. A. Vaughn, of New York City, and B. C. Jolley, of Chicago.

New York, N. Y.—The Godding Bicycle Supply Co. has been incorporated for \$3,000 by E. A. Godding, 177 Columbia Heights, and W. A. Whitelaw and R. L. Jones, of Brooklyn.

Peoria, Ill.—The Sieberling bicycle factory, which is now employing 200 hands, will put on 200 more this week or the next, and it is expected to have 600 or 800 employed later. It is intended to turn out 40,000 wheels during the coming year.

Plant City, Fla.—O. A. Strickland, dealing in hardware, etc., desires an agency for a good bicycle. Sheboygan, Mich.—The S. A. Tift Co. will soon begin the manufacture of bicycles on North Eighth street.

Sidney, Ohio.—W. S. Furman has purchased the bicycle stock of Sam Lyon and moved into the room formerly occupied by Lyon.

Springfield, Mass.—The Waltham Mfg. Co., making the Orient, has closed its local branch store at 128 Worthington street.

South Boston, Mass.—J. A. Hitchings will open a new bicycle store at 24 Broadway.

South Norwalk, Conn.—George F. Pearce, bicycle agent, is reported to have been succeeded by Frederick W. Rogers.

Springville, Ala.—J. W. Ash & Co., druggists, will add a line of bicycles.

Stamford, Conn.—John C. Robinson, selling bicycles, etc., is reported to have sold out.

Syracuse, N. Y.—The Olive Wheel Co. has been incorporated for \$300,000 to manufacture tools, bicycles, etc. The incorporators are F. W. Gridley, Thos. Wheatley, C. F. Bennett, and others, of Syracuse.

Toledo, Ohio.—The Toledo Cycle Supply Co. has been reorganized by taking in Latimer Thompson and J. F. Draper. The business will be greatly extended.

Terre Haute, Ind.—The plant of the Terre Haute Mfg. Co., exclusive of the real estate, has been sold

at assignee's sale for \$18,291. G. H. Prescott, the purchaser, is said to represent Pittsburg men, who propose to operate the plant on a large scale, manufacturing the Brosius sewing machine and the Damascus and Schluer tandem bicycles.

Toledo, Ohio.—H. J. Young is organizing a stock company to manufacture bicycles. Articles of incorporation will be filed with the secretary of state, and models have already been made.

Toledo, Ohio.—A receiver's sale of the Toledo Brazer Fork & Tube Co. has been advertised.

Traverse City, Mich.—H. E. Gibbs will open a new bicycle store in the Cutler building on Union street.

Troy, Tex.—M. P. Tuggle, bicycle agent, is reported deceased.

Uniontown, Ind.—Messrs. W. M. Morgan, S. Pike, and J. J. Damacher will open a new hub, spoke, and rim factory at this place.

Wabash, Ind.—W. J. Sommers, of the bicycle firm of Bennett, Grover & Co., has severed his connection with the firm, and the establishment will hereafter be conducted by Harry W. Bennett and E. A. Grover, under the firm name of Bennett & Grover.

Waterloo, Iowa.—The Waterloo Mfg. Co. is adding about 4,500 square feet to its factory. The new addition will be used for a bicycle factory and machine shop.

Waverly, Iowa.—S. Page, Jr., bicycle dealer, will soon begin the manufacture of bicycles.

Worcester, Mass.—Frank T. Fowler, who organized the Trinity Cycle Mfg. Co., of this city, last year, has sold his controlling interest in the \$100,000 capital stock of the company and will return to Chicago. The purchasers were A. T. Batchelder and E. F. Lane, of Keene, N. H.



\$110.

WE GUARANTEE THE LUTHY WHEEL TO BE
THE HANDSOMEST IN DESIGN AND FINISH.
THE BEST IN MATERIAL AND WORKMANSHIP.
THE MOST PERFECT IN ITS LINES AND BEARINGS.
THE EASIEST AND SMOOTHEST RUNNING WHEEL IN THE WORLD.

A FEW SELECT AGENCIES SOLICITED.

LUTHY & CO. MAKERS, PEORIA, ILL.

WANTED, FOR SALE, TO EXCHANGE.

Advertisements under this head, 5 cents per word. Checks, money orders, postoffice orders, or 1 and 2 cent stamps received. Cash with order.

WANTED—Position as traveling salesman for some first-class bicycle house. Have had experience on the road, competent, and can furnish first-class reference from present employers who are closing out their business. Address S. E. M., care C. G. FISHER & Co., Indianapolis, Ind.

TIRES—\$3.25 pair, warranted sound. Best made, full association guarantee, \$5.00.

MINERALIZED RUBBER CO., New York City.

SITUATION WANTED—By a competent traveling man well acquainted with the southern trade. Best of references. Address J. L. T., care Bearings.

WANTED—The undersigned desires position as manager of retail sales department, competent to take full charge of salesroom as buyer and salesman, six years' experience. Address J. Henry Sipp, care Bearings.



ENTERED AT THE CHICAGO POST OFFICE AS SECOND-CLASS MATTER.

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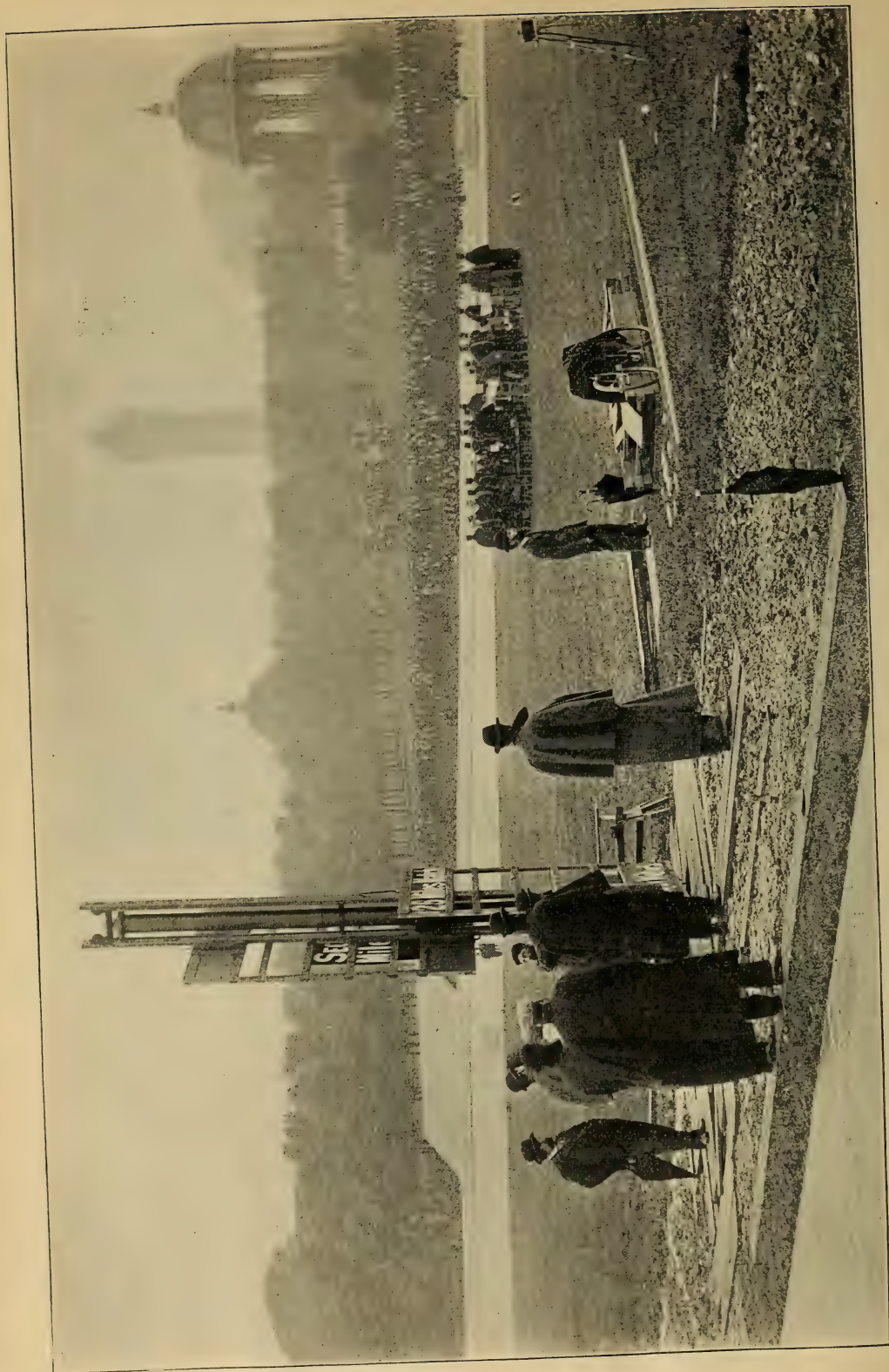
THE ADAMS & WESTLAKE CO.

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CHICAGO.





THE CRYSTAL PALACE TRACK, LONDON.

BEARINGS

VOL. XVI

CHICAGO, NOV. 4, 1897

No. 14

STOPPED BY YELLOW JACK

Authorities Refuse to Allow the Special Cars of the Circuit Party to
Continue the Journey—The Meet at Atlanta—Bald Very
Much in Evidence—Standing of the Men

Atlanta, Ga., Nov. 1.—The last big meet on the National circuit, and one of the most successful of the year, was had at Atlanta, Ga. Every prominent racing man on the path was present. It was at this city that the circuit party broke up on account of the yellow fever in the south. Many of the meets had been called off on account of this dreaded malady, and as the expense of keeping the cars was great, it was thought best to send the cars home. Match races were immediately made and Tom Eck gave out a challenge that he would back A. C. Mertens and Nat Butler in a pursuit race against any two riders in the country. As the men are both in good condition it would be very hard to get two men who would be able to hold their own against the two crackajacks, and it is doubtful whether any one will accept the challenge.

The trip of the "Iolanthe" and the "Pickwick," the two special cars which carried thirty-eight of the most prominent racing men, proved most successful. Up to the St. Louis meet, all went well, but after that there was

a continual trouble with the health departments in securing certificates which were required to enter the southern cities and go out of them again. The entrance into Memphis was made with little trouble, but after that there was the deuce to pay. The cities were nearly all infested with yellow fever and breaks commenced to appear in the circuit. The second night's racing at the Coliseum track in Memphis was called off, owing to the passing of an ordinance by the city board not allowing crowds to gather while the fever was raging throughout the city. The circuit chasers felt a little shaky when the fever commenced to spread, and when they heard that the train would have to pass through the district where the fever was, Steenson and H. P. Clark, of the Clark syndicate, had to be locked up in the state room of the car to keep them from going north to Chicago or Philadelphia. Clark is subject to malaria and he has had no sleep for a week.

The party secured their health certificates and left Memphis on the night of the 26th inst. for Atlanta,

Ga. The Chattanooga date had been called off much to the disappointment of the men as the track is one of the finest in the world and the riders had all counted upon making a good showing there.

Stopped at Jackson.

When the party of circuit chasers reached Jackson, Tenn., they were stopped by the city authorities and not allowed to go any farther. The party came from Memphis and no one from there was allowed to pass through. The two special cars were disconnected from the regular train and an engine took them out of the city on their course to Atlanta against orders. The train was under arrest from Jackson until the party reached Nashville. At Chattanooga, which city they had to pass through, the party was again held up on the outskirts of the city by the quarantine guard, and was not allowed to enter the city. There was no other course to pursue but take a round about way which delayed the party nearly twelve hours on their way to Atlanta. Not a man on the whole train went to sleep that night. At short intervals, the firing of arms could be heard as the train passed through station after station, and all kept themselves concealed as much as possible for fear that they would be shot by the quarantine guard.

After Nashville, which was reached before entering Chattanooga, all was well, as Nashville was open and all were allowed admittance to the city. The party stopped over for seven hours and this time was taken up in looking at the sights and visiting the great Centennial. The trip from here on was uninterrupted and the party reached Atlanta without any more breaks. Upon arrival here it was learned that all those who had been in Memphis would have to remain in Atlanta or some other non-fever city for fifteen days before they could gain admittance into Florida.

The expense of keeping the two cars for such a long time without racing was an unbusinesslike proposition with the managers and the men, and it was thought best to send the cars home and await developments.

STANDING OF THE MEN.

Charlotte, N. C., Nov. 2.—For the past three weeks the men have changed little in the tables. Nat Butler made a big step and downed one of the champions. Butler went up into third position in the points table, forcing Cooper down into fourth place. Butler and Brown have been the two star riders of the extension of the circuit and their rise in the tables has been of an unusual nature. Nat Butler has won five firsts on the extension and Brown nine. Butler is pushing the men hard in the percentage thermometer and had it not been for the fatal fall that he received at the Paducah meet he would have occupied a much higher position.

Bald shot down on the circuit chasers very unexpectedly at the Atlanta meet—this being his first riding on the National circuit since the Racine meet—and nailed the "indoor kings" to the cross and muzzled the lions. Bald's victory over the very best men that America could produce was final and without question. He added eight points to his already high standing, which is double the number of any man except Gardiner, who has sixty-six, and also added a few points to his thermometer standing. O. L. Stevens lost somewhat in his percentage the past week. The remainder of the men in the tables retain their same positions, no changes having occurred.

Points and Prize Winnings.

Bald	121	\$2,942.00
Gardiner	66	1,425.00
Butler, N.	59	1,185.00
Cooper	57	1,292.00
Stevens	44	965.00
Mertens	41	932.00
Brown	33	515.00
McFarland	33	958.00

Points and Prize Win-
nings—Continued.

Loughead ..	30	\$545.00
Hoyt	28	250.00
Kimble	28	678.00
Newton	27	640.00
Coleman	17	470.00

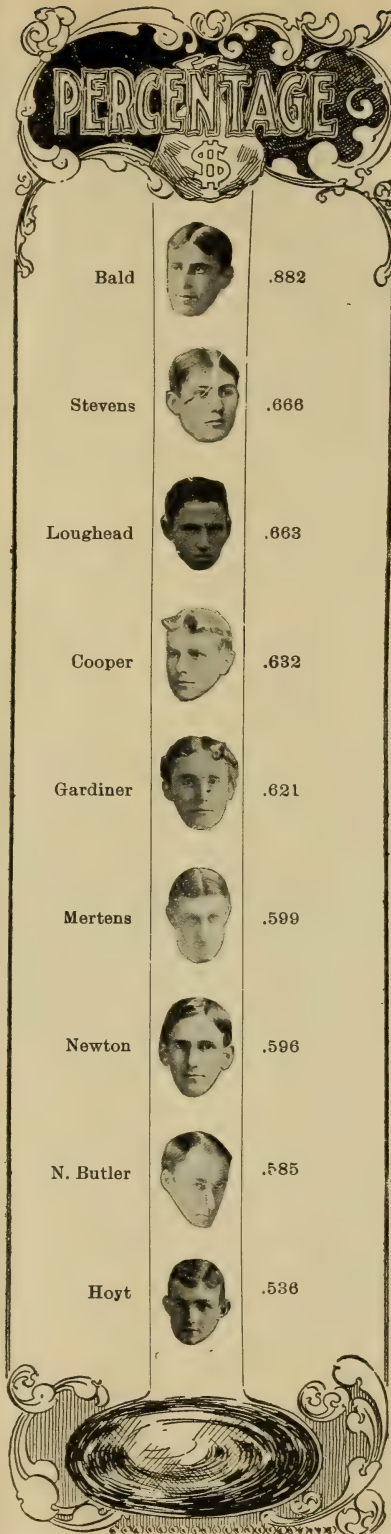
THE LAST MEET.

Atlanta, Ga., Oct. 29.—This city had one of the largest entries of professional racing men of the season. Every man of prominence in the country was present. It has been over a month since Cooper, Bald, Kiser, Gardiner, Brown, Johnson, and Loughead have met at the same meet. The first night's races were pulled off with success, both as to racing and as to attendance, 1,200 people being present at the meet. The races were hotly contested in all instances, and heats and finals were all won by quarter, third, and half-mile sprints.

Bald won the mile open, the principal event of the evening, after having qualified in the heats and semi-finals. Cooper, Gardiner, Johnson, Eaton, and Kiser were shut out of the final. Kiser rode for the first time on the circuit since Kalamazoo, having been

sick. His illness prevented him from training, and last night was his first race since his recovery.

The line-up for the final was "Bob" Walthour on the pole, Loughead, Bald, Hadfield, and Bert Repine. W. F. Saunders was placed in the race to pace. Repine went round the pacemaker after the start of the race and forced Loughead back one place. Bald, Walthour, and Hadfield followed in order. On the fourth lap, Hadfield went up round the bunch. Bald came out from his position in the line and tried to catch Hadfield but failed. Coming round for the last lap Loughead had gained the lead. Bald came up to Loughead's side on the outside and the two men fought all the way down the backstretch, round the turn, and down the home-stretch, riding side by side. Ten yards from the tape Bald pulled ahead by half a wheel and crossed the tape amid deafening applause from the spectators. Had-



field beat out Walthour by inches for third place and Repine ran last. The time was 2:09 $\frac{3}{4}$. A time limit of 2:10 had been placed on the race.

The next race was the professional mile handicap. Gardiner and Butler were the only two scratch men to start. Gardiner qualified and Butler was shut out. Gardiner started on scratch and the nearest man was Brown on the 25-yard mark. Gardiner closed with the whole field on the second lap. On the third lap Brown went to the front and held the pace right to the finish, winning out by half a wheel from Gardiner.

A consolation race was run for those who could get nothing in the opens. Orlando Stevens ran away with the race, winning from Seaton by half a wheel, Spier third. The time was 2:20.

Earl Peabody was present, but added nothing to his list of winnings, owing to the fact that no amateur races were run.

Summaries.

One-mile open, professional—E. C. Bald, first; Fred Loughhead, second; Charles Hadfield, third. Time, 2:09 $\frac{3}{4}$.

One-mile handicap, professional—A. I. Brown, 25 yards, first; Arthur Gardiner, scratch, second; H. B. Freeman, 90 yards, third. Time, 2:27.

One-mile consolation—O. L. Stevens, first; W. H. Seaton, second; K. Spier, third. Time, 2:20.

THE SECOND NIGHT.

Atlanta, Ga., Oct. 30.—The second night's races at the Coliseum were poorly attended, about 600 people being present. The many match races that have been given of late seemed to have spoiled the attendance at the meet of the past two days. The racing was of the finest. Bald was the victor and hero of the two days, and his performances here among the best men of the country stamp him the champion. The night air was warm which made it pleasant to watch the races.

Contrary to the first night, one amateur race was run, a mile open, which Peabody won hands down. Only a first prize was given. Peabody

was introduced to the spectators as the amateur champion of America, and after he had won the mile open amid loud applause, there was no doubt left in the minds of the people present at this meet that he was the champion. Peabody has ninety-three firsts to his credit.

Bald Again First.

The professional mile open was reduced to five men by the running of five heats and two semi-finals. Those who qualified were Eaton, Bald, Kimble, Hadfield, and Hoyt. W. F. Saunders paced the race. Cooper and Kiser had failed to qualify. Arthur Gardiner won his heat by half a wheel, riding on the extreme outside of the track, but was placed third by the judges. Gardiner looked back at the men as he crossed the tape, and there was not the least doubt about his winning the heat. At the crack of the gun the men scrambled for the pacemaker, Hoyt securing the place, with Bald, Eaton, Hadfield, and Kimble following in order. On the fourth lap, Hadfield went round the bunch, pulling Kimble to the front. Eaton and Hoyt were lost for the time being. Bald tacked onto the rear wheel of Kimble when they came past. On the fifth lap, Eaton closed the gap, and rounding into the backstretch, Kimble pulled out and went for home. Bald came round on the outside of Kimble and opened up three lengths in no time, and led across the tape by five lengths. Eaton was two lengths back of Kimble, with Hoyt a close fourth. Hadfield had dropped out of the race. The time was 2:08 $\frac{1}{2}$.

A Small Handicap.

Only four men started in the professional mile handicap. Watson Coleman had qualified, but failed to appear in time to start for the race and was out of it. Doctor Brown, on 10 yards, was virtual scratch man. Freeman, at 60 yards, was the limit

man. Brown closed with the field on the first lap and the race became a loaf. No one wanted to get out and set pace. Brown went up on the third lap and then Freeman came to the front. At the end of the fifth lap, "Bob" Walthour gained the lead by going around the bunch. Brown was sewed in and the whole field went around him. The men were in a sprint and Brown tried hard to go around but could not. Walthour won from Seaton, with Freeman third, all three men only two feet apart. The time was 2:34½.

The consolation race was the last

run and only those were allowed to enter who had won nothing in the two days of racing. W. M. Randall paced the race. In the finish, Conn Baker defeated McFarland by half a wheel, Newton and Winesett a close third and fourth. The time was 2:10½.

Summaries.

One-mile open, professional—E. C. Bald, first; O. S. Kimble, second; Jay Eaton, third. Time, 2:08½.

One-mile handicap, professional—"Bob" Walthour, 45 yards, first; W. H. Seaton, 30 yards, second; H. B. Freeman, 60 yards, third. Time, 2:34½.

One-mile consolation, professional—Conn Baker, first; F. A. McFarland, second; C. R. Newton, third. Time, 2:10½.

F. ED. SPOONER.



NEWS IN GENERAL

McDUFFIE AFTER RECORDS.

At Willow Grove Track, the Boston Man
Rides Five Single Miles, Each
Under 1:39.

Philadelphia, Pa., Nov. 1.—E. A. McDuffie and the Orient-Peoria tire team are on an active hunt for records at Willow Grove track. They started in on Tuesday, October 26, when, as a warmer, McDuffie, Church, and Fowler, on a triplet, rode an unofficial mile in 1:41, three seconds inside world's record. The following day McDuffie broke Platt-Betts' two-mile world's record, lowering the mark from 3:27 $\frac{4}{5}$ to 3:27 flat. The intermediate times were as follows: Quarter, :24 $\frac{4}{5}$; third, :33; half, :49 $\frac{4}{5}$; two-thirds, 1:07 $\frac{4}{5}$; three-quarters, 1:15 $\frac{2}{5}$; mile, 1:41 $\frac{4}{5}$; mile and quarter, 2:07 $\frac{4}{5}$; mile and third, 2:16 $\frac{4}{5}$; mile and half, 2:34 $\frac{3}{5}$; mile and two-thirds, 2:52 $\frac{1}{5}$; mile and three-quarters, 3:00 $\frac{3}{5}$; two miles, 3:27.

On Thursday, McDuffie, paced by two sextuplets, one quint, and one quad, rode five single miles, each one under 1:39. On the fourth attempt he equalled Stocks' mile record of 1:35 $\frac{2}{5}$. The weather conditions were most favorable, scarcely a breath of air stirring. McDuffie showed marvelous form, jumping his 112-gear more than the length of the big machine on the pickups, and continually calling for faster pace. The fractional times for the five attempts were as follows:

	$\frac{1}{4}$	$\frac{1}{2}$	$\frac{3}{4}$	1	
First ..	:23 $\frac{3}{5}$	:31 $\frac{1}{5}$	:47 $\frac{2}{5}$	1:03 $\frac{3}{5}$	1:12 $\frac{3}{5}$
Second ..	:24 $\frac{4}{5}$	:32 $\frac{2}{5}$	:48 $\frac{3}{5}$	1:04 $\frac{4}{5}$	1:13 $\frac{4}{5}$
Third ..	:23 $\frac{3}{5}$	:31 $\frac{1}{5}$	:47 $\frac{2}{5}$	1:03 $\frac{3}{5}$	1:12 $\frac{3}{5}$
Fourth ..	:23	:31	:47 $\frac{2}{5}$	1:03 $\frac{3}{5}$	1:12
Fifth ..	:23 $\frac{3}{5}$	:31 $\frac{1}{5}$	:48 $\frac{3}{5}$	1:05 $\frac{3}{5}$	1:13

This gives McDuffie the American record, the previous best being Michael's 1:36.

Failed to Get the Ten-Mile.

On Friday, less than 300 persons went out to Willow Grove to see McDuffie try for all world's records from one to ten miles, including an attempt to further lower his record of 1:35 $\frac{2}{5}$ for the mile. The weather was not of the sort that McDuffie had wished for, but he rode nevertheless. The records did not suffer, however, the conditions being very much against the crack Bostonian. It was clear, but cold, and strong winds blew their hardest in the faces of the racing men.

McDuffie's trial for the mile mark was, however, a very fast exhibition, but it did not come anywhere near the record held by Stocks and himself. The mile was made in 1:39 $\frac{3}{5}$. McDuffie was paced by three sextets. The pickups were fine but the wind blew dead against the big machines and the crews had to exert themselves to keep going fast enough. The first quarter was made in :23 $\frac{3}{5}$, the third in :31 $\frac{1}{5}$, the half in :48 $\frac{3}{5}$, two-thirds in 1:05 $\frac{3}{5}$, three-quarters in 1:14 $\frac{1}{5}$, and mile in 1:39 $\frac{3}{5}$.

Later, the Bostonian tried for the ten-mile mark, but failed to break the Englishman's world's record (Stocks') of 17:47 $\frac{1}{5}$. He was scheduled to ride at a 1:46 gait, but at no time did he come within the limit, the first mile being made in 1:49 $\frac{4}{5}$ and the ten in 18:49 $\frac{4}{5}$.

A feature of the afternoon's programme, which was managed by the Dun Athletic Association, was the multicyle race, in which a sextet, quint, quad, and triplet took part. The race was from a flying start, and there was considerable difficulty in getting the big machines off. When



E. A. McDUFFIE AT WILLOW GROVE TRACK.

they finally got off, the triplet got the worst of the start, but afterward caught up and finished second. The sex, manned by McDuffie's Boston crew, won in 1:51½. The triplet, which finished second, was manned by Church, Jack, and Vernier, of this city.

McDuffie's trial for ten-mile record and summary of the times follow:

¼ mile.....	:27½	5 miles.....	9:17
½ mile.....	:54½	6 miles.....	11:12½
¾ mile.....	1:21½	7 miles.....	13:06½
1 mile.....	1:49½	8 miles.....	15:01
2 miles.....	3:37½	9 miles.....	16:55½
3 miles.....	5:29½	10 miles.....	18:49½
4 miles.....	7:23½		

Summaries.

One-mile handicap, amateur, Dun Association championship—C. V. Winder, scratch, first; W. R. Scarlett, scratch, second. Time, 2:49.

Half-mile open, amateur—W. R. Scarlett, first; C. V. Winder, second. Time, 1:13.

One-mile open, amateur—C. V. Winder, first; W. R. Scarlett, second; George Slick, third. Time, 2:49½.
G. M. D.

JACQUELIN AGAIN IN THE GAME.

France's Pet Racing Man Finishes His Army Service and Tries Middle-Distance Racing.

Paris, Oct. 22.—Jacquelin made his reappearance on the track last Sunday after an absence of nearly twelve months spent in shouldering a musket and learning how to defend his country. Immediately on leaving the regiment he issued a challenge to race any man in France over a distance of fifty kilometers, with pace-makers. Huret took up the gauntlet and the match was arranged to take place on the 17th instant. The ex-

record man for the twenty-four hours, however, had to declare forfeit at the last moment, owing to illness, and Bourotte, the new middle-distance crack, took his place.

In spite of this change, the event attracted an enormous crowd anxious to see whether Jacquelin would be as successful in middle-distance racing as in speed contests. The popular sprinter had never before tackled the "demi-fond," and doubts were entertained as to whether he would be able to follow for any length of time the terrific pace set by the multicycles. Nowadays, if a rider can not cover his thirty miles in an hour in a paced event, the sooner he quits racing the better, for he stands no earthly chance of winning anything at the game.

Jacquelin Rides Well.

For his debut in a paced contest, Jacquelin rode a grand race, but he proved no match for the "rollicking frog," who defeated him by over two laps. To tell the truth, the match was rather premature. Jacquelin had but three weeks in which to prepare (this is barely sufficient for such a hard race) and one could see by his style of riding that his muscles had not had time to acquire the proper degree of suppleness and flexibility for such a prolonged effort.

The applause was simply deafening as the two cracks rode round the track to stretch their legs before the start. Jacquelin won the toss for position and at the crack of the pistol, he gave a vigorous jump which carried him to the front. Bourotte hitched on behind and both men were picked up simultaneously by their pacemakers, Jacquelin leading. The first ten kilometers were covered in 11:54 (record, Stocks, 11:02 $\frac{1}{2}$), the positions remaining the same. The pace appeared to worry Jacquelin a bit, but he held on and said nothing. Things were beginning to get monotonous when Bourotte, at the fourteenth kilometer, called out to his

pacemakers to "let her go." And "let her go" they did, too, with a vengeance. Jacquelin's pacemakers were taken by surprise and were left. Despite all their efforts, they could not regain contact again with the "rollicking frog's" teams. Bourotte, with his nose glued onto his handlebar and his elbows high up in the air, followed any pace they liked to set him, and it looked as if he would soon have a lap to his credit.

Jacquelin Is Gritty.

But Jacquelin was yet to be heard from. With bulldog courage he stuck like a leech to his pacemakers, urging them to ride faster. But his cries of "Allez! allez! plus vite! plus vite!" were of no avail, for his teams were not as fast as those of his rival, and they failed to pull him along as fast as he desired. They, nevertheless, managed to keep Bourotte from increasing his lead. Jacquelin's teams would occasionally indulge in a sprint which would bring them some fifty meters or so nearer to the "rollicking frog," but just as often the latter's teams would return the compliment and regain the distance. An idea of the desperate way in which the two cracks fought, one to gain and the other to make up the half lap which separated them, may be formed when one reflects that it took Bourotte just nineteen miles to get the 666 meters necessary to make a complete circuit. Once lapped, Jacquelin lost all courage and allowed his opponent to pass him a second time before the finish. Bourotte covered over forty-eight kilometers in the hour; his time for the fifty kilometers was 1:00:47 $\frac{1}{2}$.

The Grand Prix de Roubaix.

Glorious weather favored the Grand Prix de Roubaix race meeting which took place last Sunday at the Roubaix Vélodrome. The meeting was a big success. In fact, its success exceeded all expectations and the old habitué of the cycle tracks

said he had rarely witnessed such interesting sport before on a provincial track. A great many Belgians were among the spectators, owing to the presence of their two cracks, Depage and Deleu. The Grand Prix was won by Mercier, whose three splendid races fairly roused the enthusiasm of the spectators.

The tandem match between the English and Belgian teams will long be remembered as one of the most stubbornly contested races ever witnessed. The Gascoyne-Brown combination had to meet the two Belgian cracks, Depage and Deleu, one of the fastest tandem teams in Europe. The Englishmen proved that they were worthy of their steel, for they succeeded in winning the first heat in splendid style. They suffered defeat in the second heat, which was ridden off almost immediately after the final of the handicap in which Gascoyne rode a hard race. In the final, the Englishmen were beaten, but by a very small margin, and after a struggle such as the inhabitants of Roubaix have never seen before. Over 11,000 people attended the meeting, and the Grand Prix de Roubaix will rank as one of the finest sporting manifestations of the year.

Stein Forced to Quit.

Stein, this year's winner of the Bol d'Or race, and Aries, who finished second, have never been able to agree as to which was the better rider of the two. To settle the question, it was decided to fight it out on the track, and last Sunday the two cracks met at Fougères and tried conclusions in a six-hour jaunt, with pace-makers. At the end of the third hour, Stein was forced to dismount, his stomach having given out, and he only rode again at intervals. Aries covered 221.170 kilometers in the six hours, against Cordang's record of 266.723 kilometers.

Willi Arend is at present in Italy where he intends to spend a part of

the winter. He made his début on an Italian track last Sunday at Turin, but failed to score. In the semi-final in which he had to meet four Italians, the home riders arranged to lead in turns, and they made the pace so hot that Willi quit. Singrossi won the event, defeating Pasini, Pontecchi (who is still suffering from the effects of last week's fall), and Eros. Pasini-Tomaselli continued the series of their successes on the double machine by winning the race reserved to tandems.

J. H. COLEMAN.

MOTT'S LATEST.

Chairman of the Racing Board Declares
Against Road Racing—Ziegler and
Coulter Reinstated.

Baltimore, Md., Oct. 31.—Chairman Albert Mott today issued the following special bulletin:

"The attention of racing men and promoters of road races is called to the fact that the League of American Wheelmen regards racing on the public highways as an unlawful practice, and refuses to recognize and legislate for such form of the sport except to forbid the competing together therein or pacemaking one for the other of amateurs and professionals, or of suspended men with riders in good standing. An amateur loses his status as such by competing on the road under any conditions that would professionalize him in track racing—the limit of prize value and the rider's distance from home excepted.

"In brief, an amateur must not compete with a professional or be paced by him in a road race. Neither must he compete with a suspended man. An amateur must not race for cash on the road. A suspended man who competes in a road race will have at least a year added to his suspension, and for repeated endangering of other men will be suspended permanently. Promoters of road races will be held to a strict accountability.

They must inquire into the status of entries and allow none to start who are not eligible. No sanction is required for a race.

"George H. Orr, president of the Canadian Wheelmen's Association, officially informs the chairman that the reports that were sent out from San Francisco that the Canadian Wheelmen's Association would recognize the California Associated Cycling Clubs have not any truth in them.

"The suspension placed upon Otto Ziegler, Jr., of California, is raised.

"The suspension placed upon Clinton R. Coulter is raised.

"J. Frank Starbuck, of Philadelphia, through P. T. Powers, having deposited the amount due his pace-makers with the chairman, the suspension upon Mr. Starbuck is raised.

"ALBERT MOTT,

"Chairman Racing Board L. A. W."

NEW YORK NEWS NOTES.

The Universal Lights Ordinance Signed by Mayor Strong—A Great Victory for the Wheelmen.

New York City, Nov. 1.—The universal lights ordinance will be enforced in this city, except in the cases of heavy licensed trucks. That much was settled by Mayor Strong last week when he refused to sign the ordinance that had been prepared by some of the horsemen of the city. It has been a long, hard battle, but now appears to be a victory for the New York consulate, which prepared the rules of the road, and worked energetically to have them enforced.

Prominent among the rules was one requiring that all vehicles should carry lights. It was ordered suspended by the police, at the request of the board of aldermen, pending the action of the mayor on another one prepared by the horsemen, who wanted it to apply to bicycles only. It seems that the cyclists had the most influence, and hereafter all

vehicles, excepting licensed trucks, will be seen with lights after dark.

Fred Titus has been negotiating with the people who make the Broadway electric cabs with a view of having them build him an electric triplet for pacing purposes. If the machine is constructed, the New Yorker will make an effort to place some of the middle-distance marks to his credit. He has been training behind pace for his match with Michael and for the six-day race, and would be in good condition to take a try at the hour figures.

Walter O. Eschwege, one of Brooklyn's most popular wheelmen, has been nominated for the presidency of the Good Roads Association and there is every chance of his filling the position next year. A. H. Angell who has been president since the body was organized, has refused to allow his name to be used again, and is content to serve on the executive committee. The association has been instrumental in securing many privileges for the cyclists of the City of Churches and Wheels, and has pushed the officials in their work of improving the streets.

An informal trial for the mile record on the road was made by Charles Earl, of the Kings County Wheelmen, last Thursday, and he succeeded in making what was afterward found to have been seven-eighths of a mile in 1:22 $\frac{1}{4}$. The timing was conducted in rather a crude style, but it is safe to say it was not more than a second or two out of the way. AL. REEVES.

THE QUAKERS ARE FIGHTING.

Philadelphia, Pa., Nov. 1.—The joint committee of the L. A. W. and the Associated Cycling Clubs, backed up by the local wheelmen, are making a big effort to secure the passage of the proposed municipal loan bill, aggregating \$12,200,000, which is now pending before city councils.

When the bill was first introduced a great hue and cry was raised against such a loan, voters and taxpayers claiming that the money and the improvements on which it was to be spent were not needed. Particular attention was called to the expenditure of over one-quarter the amount, or \$3,250,000, on public highways, the construction of new streets, and improvements to old ones. This especially was regarded as wanton extravagance. The wheelmen, however, did not look at the matter in that light and now, thanks to their efforts, it looks as though the loan will be authorized. An active campaign has been carried on, petitions circulated, and the ranks of the wheelmen thoroughly canvassed. The feature of the bill particularly interesting to the wheelmen provides for the expenditure of \$3,250,000. Of this amount \$150,000 is to be spent in pushing improvements on suburban roads, \$100,000 for the extension of Fairmount park, \$1,000,000 for paving street intersections, thus abolishing bad crossings, \$600,000 for new bridges, \$400,000 for general repairs to streets, and \$1,000,000 for the construction of asphalt streets of the city.

With so much at stake it is small wonder that the local wheelmen are making such a fight, for, while Philadelphia is one of the best paved cities in the world, there is still vast room for improvement and they do not intend to let this opportunity slip by.

Frank Starbuck has finally settled his pacemaking bills incurred in his match race at Boston, and which resulted in his suspension by Chairman Mott, thus putting him back in the game. Pat Powers, the New York meet promoter, who is one of the managers of the Michael-Starbuck match at Madison Square Garden next month, came over from Gotham last week and in company with Starbuck rode out to Willow Grove to

settle with McDuffie and the Bostonians to whom the money was due. A satisfactory agreement was reached and now Starbuck will go into active training for another trial at the Welshman. Starbuck has improved wonderfully since his defeat of Michael and has more confidence in himself. He is now a better pace follower than formerly and makes his pickups as gracefully as any rider in the country. Starbuck is confident that he will defeat Michael the second time.

G. M. D.

TANDEM RECORDS SMASHED.

London, Oct. 23.—The world's tandem record holders, E. James and G. A. Nelson, started at the Crystal Palace on Tuesday to beat the 100-mile tandem record of 3:47:21 $\frac{1}{2}$, made by the amateurs, W. S. Yeoman and J. B. Cooke, in competition, in 1895, at Herne Hill. Twenty miles were completed in 37:37, and 31 miles, 990 yards was the hour score. Fifty miles took 1:37:01 $\frac{1}{2}$ and at fifty-one miles (1:39:07 $\frac{1}{2}$) world's tandem record was beaten by 15 minutes, 24 $\frac{2}{3}$ seconds, Yeoman and Cooke's time being 1:54:31 $\frac{3}{4}$. Sixty miles occupied 1:58:03 $\frac{1}{4}$ and the second hour's score was 60 miles, 1,635 yards. At sixty-three miles (2:04:22 $\frac{3}{4}$), James and Nelson were inside world's records for all types and continued to improve the times for all types up to seventy-one miles, seventy miles being done in 2:19:56 $\frac{3}{4}$; after this they continued to beat world's tandem records to the finish. Eighty miles were covered in 2:42:04 $\frac{1}{2}$, ninety miles in 3:04:35 $\frac{1}{2}$, and 100 miles in 3:26:00 $\frac{3}{4}$, or 21 minutes, 21 $\frac{1}{2}$ seconds faster than Yeoman and Cooke's previous best. In three hours, 87 miles, 1,640 yards were covered. World's kilometer tandem records were broken from 85 to 160 kilometers, and world's kilometer records for all types from 105 to 115 kilometers.

The appeals committee of the N.

C. U., after fully considering the circumstances surrounding the suspension of the London County Club for a month by the London Center, finally settled the matter in the club's favor this week, by canceling the suspension. T. W. J. Britten, of the general committee (a London county member himself, by the way), and H. Graves, of the London Center, supported the case against the appellant club very fully, but the appeals committee, which included three provincial members, came to the conclusion given above. This whitewashes the club, whose sentence of suspension had actually expired, but affords no compensation for the financial losses sustained by the compulsory abandonment of the Cuca, Dibble, and Hanapers races. The stigma, however, is removed and the L. C. C. & A. C. can now, if it so decides, terminate its existence in an honorable manner.

F. R. Goodwin, the holder of two wins in connection with the Cuca cup, has recently married and entered the cycle trade. This, it goes without saying, brings his amateur career to a close. Goodwin thus follows the example of other prominent amateurs. His pace has greatly improved since he first appeared on the path, but by some it is thought his staying powers have diminished, and that had the Cuca race been run this year Gould might have proved the winner.

G. Lacy Hillier's suggested solution of the pacing difficulty in amateur long-distance events has been misunderstood by several writers as a proposal to return to the bad old system. Hillier consequently elaborates his proposed plan as follows: (1) To limit pacing to amateurs on tandems and to races of 100 miles or over; (2) competitors to find their own pacing and to have the exclusive use of it; (3) to bar the use of amateur performances for the purposes of advertisement.

Given the adoption of this policy, Hillier claims that the man unable to find pacing would not race in distance races; that the trade would lose interest in distance racing; that amateurs supported by amateur clubs would take to amateur racing, and that amateur clubs would buy tandems and pace their own races, irrespective of what machines or tires the competitors may use. In the event of the trade suborning a club, it is suggested that the union would be equally as able to deal with the matter as in the case of an individual.

Chase Beats the Century Record.

London, Oct. 29.—A. A. Chase today smashed the world's 100-mile road record, doing 4:16:35.

C. W. HARTUNG.

REPRESENTS THE A. A. U.

New York City, Nov. 1.—John W. Kelly, Jr., treasurer of the Amateur Athletic Union, has been selected as an advisory member of the racing board of the League of American Wheelmen. He will also act as the representative of the A. A. U. at the national assembly, to be held in St. Louis in February next.

According to the terms of the alliance between the A. A. U. and the L. A. W., all matters pertaining to A. A. U. cyclists must be referred to Mr. Kelly before action is taken by the racing board.

Just prior to the conference of athletic authorities held in New York City, last spring, when the Amateur Athletic Union appointed a committee on legislation, Mr. Kelly, who is one of the best posted men in America on athletic law, was selected as the chairman of this most important committee. These appointments have been made as special marks of Mr. Kelly's ability and diplomacy, as well as his keen and close knowledge of A. A. U. affairs and its laws.

Mr. Kelly is a member of the state

board of officers of the New Jersey Division L. A. W., president of the Colonial League Wheelmen, secretary-treasurer of the Atlantic Association A. A. U., as well as a member of the National Swimming Association and the Woodbury Country Club. He is a native of Philadelphia, but has been for some time a resident of the quiet suburban town of Woodbury, N. J. A. R.

SPRINGFIELD'S INTENTIONS.

Springfield, Mass., Nov. 1.—The famous Springfield meet which has for years been a three-day affair, will probably be confined to one day and trial heats hereafter. This decision, although not final for the reason that the annual election of the Springfield Bicycle Club has not been held, will in all probability be carried out next year. It is also probable that the bicycle club will, in addition to its usual September tournament, hold a meet earlier in the season. The directors of the bicycle club believe that a programme could be arranged which would attract an attendance practically as large as the two days' total. The bicycle club would of course be considerably a gainer, even if the total fell off a little, as the expenses of a one-day meet would be materially less than for a programme extending over two days.

The profits of the recent tournament will be about \$1,500. Last year they were \$2,300. The difference is due to increased expenses, and reduced receipts from advertising privileges. The Michael-Lesna race was a heavy expense and the engagement of Michael for the second day was an unaccounted-for contingency.

The managers, however, are well satisfied with the outcome, as the meet won back for Springfield the pre-eminence which had for the past two seasons been slipping away from the Hampden Park tournament.

The New England circuit, which recently closed, has been the means of bringing into prominence a number of speedy amateurs. Eckberg, of Worcester, who led the circuit both in points and percentage, won most of his races by headwork and is likely to be heard from later. E. M. Blake, of Keene, N. H., and Collett, the fast New Haven amateur, made a poor showing, but their standings can hardly be taken as a criterion of their ability as riders, as they entered in but three races. John S. Johnson, of Worcester, who defeated Peabody, the Chicago crack, at Manhattan Beach, was on the circuit but five days. He succeeded, however, in winning more firsts than any other man on the circuit, the value of his winnings being \$265. Hills, of Providence, demonstrated that he is about the fastest man that Rhode Island has put forth in recent years. Creditable riding was also done by James Urquhart, of Dorchester, who came upon the circuit unknown and unheralded, but captured five firsts, two of which were state championships. Taken all in all, the New England circuit was a decided success and the experiment is likely to be repeated next season. There has also been talk of state circuits in several of the New England states. E. W. P.

FAVORS CONVICT LABOR.

Washington, D. C., Nov. 1.—General Roy Stone, who has charge of the office of road inquiry of the Agricultural Department, has returned from Nashville, Tenn., where he went to attend the annual meeting of the National Road Parliament. Bearings' representative is indebted to him for the following resolutions adopted by the Parliament:

Resolved, That we recommend the employment of convict labor for the preparation of road material. This will encourage the employment of free labor in building roads out of the material prepared, and the

convicts will not be exposed to objectionable publicity.

Resolved, That the state should contribute to the expenses of building country wagon roads; that the state money should be apportioned to the different parts of the state in such manner as shall encourage and require local expenditure and provide for co-operation between the state and local authorities in supervision of improvements receiving state aid.

Resolved, That the best results are secured in the construction and repair of wagon roads where the road tax is paid in cash instead of labor.

Recognizing the great importance of better highways, we, the National Road Parliament, hereby memorialize the congress of the United States to appropriate such sums of money as to them may seem wise to be used by the Department of Agriculture in a rapid development of good roads throughout the entire country.

Resolved, That the president of the parliament appoint a committee on uniformity of road laws in the different states as far as said uniformity is practicable. That said committee be a standing committee, comprised of persons from different sections of the country, and shall report annually to the parliament, giving the progress made, suggesting the lines of legislation desired, and by what means such legislation may be secured.

Resolved, That the matter of designating roads by name or otherwise, and that of formulating a law for state aid for recommendation to the several states be referred to the committee on uniformity of road laws.

H. G. W.

A CHESTER PARK FATALITY.

Cincinnati, Ohio, Nov. 1.—During Harry Sidwell's final trial heat against time Saturday evening, just as it was getting dark, two small boys ran upon the track just in front of the quad which was pulling Sidwell along at a terrific pace. The steersman saw them just in time to swerve out, but Sidwell, who was following with head down, struck the boys with full force and all three were thrown forcibly to the cement and rendered unconscious. Sidwell was badly bruised by the fall and lost a lot of skin by his long slide. The boys fared much worse and were removed to the hospital, where the younger was found to be

beyond medical aid, having sustained internal injuries and a fracture of the skull. The elder was less badly hurt, although it is feared he is also internally injured. C. F. W.

HELPING CANDIDATES.

Rochester, N. Y., Oct. 30.—Assemblyman William W. Armstrong, who is well known through his work at Albany in the interest of the wheelmen, is running for office again and all indications point to his re-election. The record he has made as the friend of the wheelmen is standing him in good stead and it looks as though he would run ahead of his ticket. He is running for the office of assemblyman of the fourth district. Local wheelmen feel that Mr. Armstrong should be returned to office as he is the wheelmen's friend from the word go and has rendered them most valuable service and can be depended upon to keep it up in the future.

The wheelmen are also taking a hand in the election of another assemblyman, Frederick E. Gott, of Spencerport, who, it is claimed, voted in opposition to a measure in favor of the wheelmen while serving at Albany this year, and he has been asked to explicitly state what his position is in regard to wheeling interests.

N. E. C.

BEANTOWN NEWS.

Boston, Mass., Nov. 1.—Division politics and an American team to represent the United States at the international championships, which will be held at Vienna, Austria, in 1898, are the all-absorbing topics of conversation in this section at the present time. In regard to the team, enthusiastic wheelmen in various sections of the country were greatly disappointed because America was not represented at the international cycle meet recently held at Glasgow. At the present time it looks as though a most determined effort would be

made to have the United States represented at the international meet in 1898 by the fastest amateurs and professionals that can be selected from the various sections of the United States.

The situation has been thoroughly discussed, and it is understood that steps have been taken in New York toward carrying out the idea, which, it is thought, will create a general interest in the various cycling sections of the country.

It is proposed to hold blue ribbon meets in various sections of the country early in the season, so as to give the amateurs and professionals a chance to qualify in the semi-finals, which will be run at some central point in the section of the country that the riders represent. The final try-out will bring together the representative riders from all parts of the United States. The proceeds of the blue ribbon meets are to go toward defraying the expenses of the men who compete in the final try-out, and the remainder of the sum will be used in defraying the expenses of the international team.

The present chairman of the racing board and his associates have signified their willingness to give the cause their cordial support and the chairman of the national racing board will be president of the national organization ex-officio, and the members of the racing board will be vice-presidents ex-officio for the various sections of the country which they represent. Briefly outlined this gives a rough idea of the movement on foot to have America represented at the next international meet.

On Tuesday evening last there was a meeting at the rooms of the Press Cycling Club, which was attended by the representatives of the various cycle departments on Boston newspapers. Among those present were Paul Aldrich, John C. Kerrison, T. P. Harrison, Frank M. Bemis, George

W. Tarbell, and H. A. French, of Worcester. The situation was generally discussed and a temporary organization formed, the temporary officers being Paul Aldrich, president, George W. Tarbell, temporary secretary. The temporary organization will be known as the New England division of the International Cycle Association. On the first Thursday in December there will be a meeting to form a permanent organization. Before the next meeting invitations will be sent out to the principal cities and towns in New England, asking them to send a press representative to represent that section at the next meeting.

Fighting for the Consulship.

One of the hottest contested elections in the history of the Massachusetts division L. A. W., is now on and the supporters of the respective candidates will look forward with interest to the close which will decide whether Sterling Elliott or George W. Dorn-tee is to be the chief-consul of the division for the ensuing year. Both factions have been working hard for the interests of their respective candidates and considerable campaign literature has been circulated among the league members, stating why Mr. Elliott, or Mr. Dorn-tee, as the case might be should be elected.

Albert G. Frothingham is the candidate for vice-consul and Arthur K. Peck is running for the office of secretary-treasurer. On the election of Frothingham and Peck there is no competition. The fight is on the election of the chief-consul and the representatives to the board of officers.

The circular sent out in behalf of George W. Dorn-tee is approved by Josiah S. Dean, George A. Perkins, and Fred S. McCausland. The circular also contains Mr. Dorn-tee's platform, a report of the election committee, and other political information.

G. W. T.

EDITORIAL

A GRAIN OF COMFORT.

Henry Sturmey, the man who tells the English makers how to build bicycles, and also dictates to the Englishmen what position they shall assume on a wheel, has at last seen some good features in American bicycles. In a recent editorial, the Nestor of English cycling comments favorably on the illustrations in the American catalogues, and tells how the Yankees always picture their machines with upturned handle-bars and the saddle at the correct angle for comfortable riding. This, Mr. Sturmey thinks, has had much to do with the large sale of American wheels in the English markets, for the people see the wheels pictured as they ought to be and are sensible enough to know it.

It is comforting to know that we are appreciated a bit, even if it is only our pictures they like. American makers have long since learned that to capture the cream of the English trade they have to give the Britishers what they want, and with this end in view the high grades exported to the "tight little isle" have been constructed with the idea of pleasing John Bull. Gear-cases have been fitted on most wheels, and when they haven't been the makers have made allowance so that they could be fitted on the other side. The machines have been fitted with brakes and guards, and in every way the Americans have tried to come up to the British ideal of a first-class wheel. American wheels have made a hit in every country in the world, according to the reports of United States consuls, and it but remains for our manufacturers to follow up their advantage. They've got the foreign makers "on the run," and they should keep them there.

FRICTIONAL RESISTANCE IN BICYCLES.

A discussion anent the relative efficiency of the chain and the bevel-gear methods of power transmission in bicycles is being widely entered into by the cycling press of the British Isles. Apropos of this, the observations regarding friction given by Professor Goodman in his paper "Cycles From an Engineer's Point of View," delivered in connection with the engineering department of the Yorkshire college, will be of interest and value. He opened his remarks with the statement that a first-rate bicycle is the most efficient machine ever produced by an engineer, only about two per cent of the work put upon the pedals being lost in friction, whereas in a locomotive about twenty-five per cent is lost. By experiments he had proved that the loss by the friction of chains is only one-half to three-quarters of one per cent with a non-lubricated chain, and still less when it is oiled. Dirty, muddy chains, however, might cause a

huge loss of power by friction—even up to thirty per cent. This could be overcome by the use of the gear-case, which, though scoffed at by some, keeps the chain in proper condition. Bevel gear driving is, he stated, inferior in every respect except in neatness. The total frictional resistance of badly constructed machines was very much greater than in a well-made bicycle.

While Professor Goodman's experiments are definite and conclusive, they do not prove the practical superiority of either form of power transmission. If all riders of chain wheels would keep their chains well cleaned, perhaps they would find them easier running than the chainless form, but this is a disagreeable task to most of us and one that is usually put off as long as possible—in fact, until the machine begins to run hard because of the loss by friction “even up to thirty per cent.” One point is thus made very clear, and that is that the driving mechanism must be protected from dust and mud if we would decrease the friction to the minimum. The bevel-gear type of machine possesses an advantage in that this is already done, whereas the chain wheel needs the addition of a gear-case to accomplish the same result.

RAILROADS AND GOOD ROADS.

The Indianapolis & Vincennes Railroad, of Indianapolis, is conducting a very practical experiment in good roads building. It has agreed with the commissioners of Green county to haul free of charge and dump wherever designated along its right of way all the crushed stone or other material for the construction of macadamized roads that the county will use. Under this offer sixty miles of good roads have already been made in Green county this year. The plan is a most commendable one, and, if other roads can be induced to adopt it, will result in great good to the road improvement movement in the west, where material for macadamizing purposes has in most cases to be transported long distances.

The railroads can relieve the townships and counties of this burden and serious hindrance to the improvement of their highways by agreeing to transport the material free—a course that will in the end accrue to the benefit of the railroads, since by the improvement of the country roads they will not only secure more traffic but will have it more evenly distributed throughout the year. A season of rains will not interrupt shipping and delay loading and unloading, and there will be less congestion of freighting in the fall when the weather is good and the grains are being rushed to market before bad weather shall set in. With good roads tapping the farming regions as feeders to the railroads, there will be fewer freight car famines at one season of the year and more shipping in the usually bad spring and fall months.

Chicago inaugurated the cycling mayor, Indianapolis and Cleveland accepted the pace, and now old Father Knickerbocker has “hooked on.” It remains for some enterprising meet promoter to get up a four-cornered match race with Harrison, Taggart, McKissom, and Van Wyck as entrants, with William McKinley, of the Chicago Cycling Club, as referee.

The Chicago Cycling Club will be up to date as usual next Sunday when

it will conduct a chainless bicycle run to Pullman. But the wheels will not be of the vintage of '98 and will be geared up to about 51 inches.

If Boston is to pick out America's representatives for the international championships at Vienna in '98, it behooves the crackajacks to spend the winter months at some college.

Five separate miles, each one under 1:39, is a record which will stand for some time. McDuffie surely deserves the mile record and should get it.

Summary of the last circuit meet—Yellow Jack, first; Spooner & Co. "also ran"—for home.

County-Treasurer Yost can be said to be a "silver thread among the gold."

Evidently the "rollicking frog" had too many jumps for Jacquelin.

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SPALDING-PALMER TIRES



PETER BECKER
DENVER-PALMER TIRES



CHARLES ERTZ
CLEVELAND-PALMER TIRES



CHAS. HIMSTREET
DENVER-PALMER TIRES

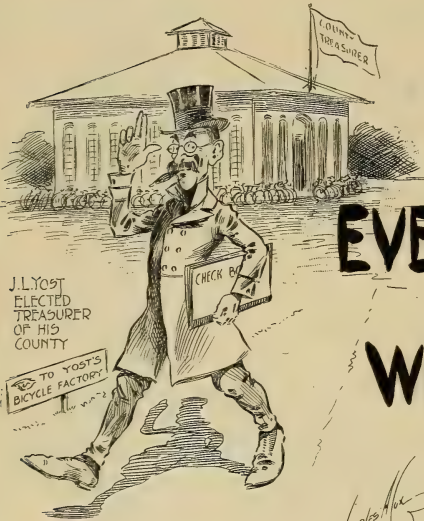
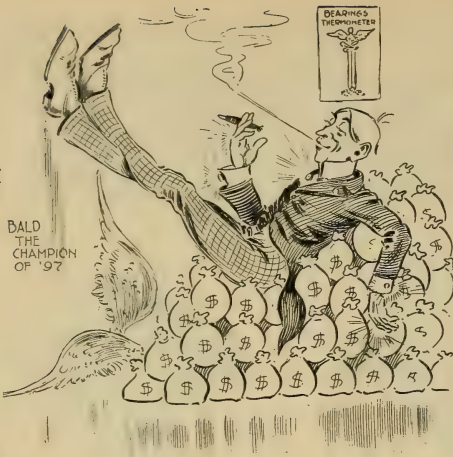


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"Palmers have been an important factor in the securing of our present high reputation." Want our new prices?

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EVENTS OF THE WEEK



YELLOW JACK
STOPS THE
CIRCUIT CHASERS



All Columbia Dealers are Congratulating Themselves.

It is wise
to be a

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We've made a tremendous coup and they will reap the benefits. Other manufacturers are puzzled, stupefied—our latest coup has bewildered them. The Columbia Chainless is in every one's mouth—the papers are full of flattering remarks, and the public is delighted.

But the Columbia Chainless isn't the only good thing—our entire line is complete and unequaled throughout.

COLUMBIA CHAINLESS Models 50 and 51	\$ 125
Standard of the World.	
COLUMBIA Models 47 and 48	125
Diamond and Combination Tandems.	
COLUMBIA Models 45 and 46	75
Standard of the World for Chain Wheels.	
COLUMBIA Model 49	75
Best Racer ever built.	
HARTFORD Patterns 7 and 8	50
Made of "Pioneer" 50 per cent Carbon Steel Tubing— Unsurpassed except by Columbias.	

OUR NEW WHEELS.

VEDETTE Patterns 15 and 16	40
Unequaled in quality and beauty for the price.	
VEDETTE Patterns 17 and 18	35
The handsomest wheels for boys and girls.	

Samples of this line are now ready, and we can make prompt deliveries on the entire line from Chainless to Vedette, by December 1.

It will pay you to continue watching this page. It will also pay you to watch for our traveling representative and secure a contract for Columbias, Hartfords, and Vedettes.

Pope Mfg. Co., Hartford, Conn.

If Columbias are not properly represented in your vicinity, let us know.

Mention Bearings

TRADE

EXPORTS AND IMPORTS

How the American Makers Have Driven the English From This Country—
Johnny Bull Now Getting a Taste of His Own Medicine—
The Effects of the McKinley Bill

There could be no more striking comment on the ability of the American mechanic to more than hold his own against all competition, when permitted to do so, than is afforded by a study of the history of bicycle building in this country. The industry had its birth in England, and during more than half its existence it completely dominated the trade here, and, until within the past few years, it controlled almost absolutely the entire export trade. A great change has taken place, however, and today the British maker is confronted with the knowledge that not only has the American market passed utterly away from him, but the foreign market is in a fair way to follow suit. In fact, the returns for the first six months of the year, as compiled by an English authority, show that the exports of American (United States) makers exceeded those of their British rivals by more than half a million dollars, the aggregate value of American wheels sent abroad during that time being almost five millions of dollars.

Importing.

When the art of bicycle building was still in its infancy in this country, it was in a flourishing condition in England, and the imported goods were given the preference by American riders. At that time a duty of thirty-five per cent was levied on all imported machines, but in spite of this protection the home production was able to make but moderate headway, and this, notwithstanding that American makers had a double advantage, their wheels netting them considerably more than did those of their competitors, while the public was compelled to pay about ten per cent more for the latter. It was not until about 1886 and 1887, when American makers had so improved their machines that they were equal, and in some cases, superior, to the English that the sales of the latter showed a marked falling off. In 1888 and 1889, just about the time the safety was beginning to come into general use, the culmination of this movement took place. English branch houses were closed, and a general withdrawal of agencies for English wheels took place, so that the field was left almost entirely to American makers. The full significance of this will be appreciated when it is remembered that the duty then was precisely the same as when English wheels were the favorites, and that the victory for home goods was won by improving the quality of these goods until they were superior to those made anywhere.

A Wise Move on England's Part.

It would be supposed that this experience with the ordinary, or "high" bicycle, would be fresh in the minds of American makers, who would not allow the advantage thus gained to be easily taken away from them. The result proved that they were unequal to the occasion, as they built safeties that were crude and heavy beyond all reason. So completely had the English wheels been driven from the field, however, that for a time practically all safeties sold were of American manufacture, and as this was the period when safeties were entirely supplanting the old-style machines, the importance of this fact can not be overestimated. A comparison of American and English wheels at this time was so

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Jobbers and dealers looking for "good things"
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OUR NEW MODELS OF MARCH-DAVIS

and Admiral bicycles on exhibition in room 800,
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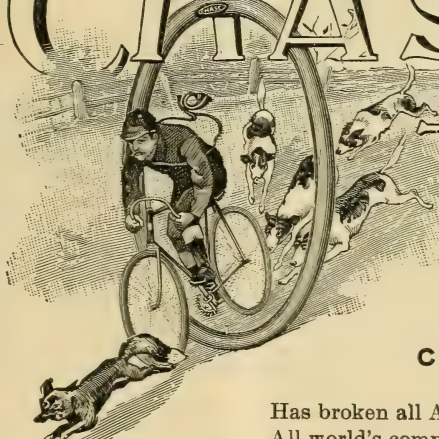
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decidedly in favor of the latter that it only needed the importation of a few to create a demand for them that grew with great rapidity. During 1891 and 1892 it is safe to say that the bulk of the experienced riders were mounted on English wheels, and a large number of the new riders as well, in spite of a general disinclination to give the foreign article the preference.

Americans Wake Up.

For awhile a perfect craze for English bicycles prevailed, and American makers were at first at a loss to understand this phenomenon, and a stop was put to it only when they awoke to a sense of their shortcomings and began to improve their output. This improvement began in 1893, and has continued without intermission to the present time, and the good effects were soon apparent. The imports of English wheels, which had risen to enormous figures, were checked, and in a short time the tide had receded almost as rapidly as it had risen. By 1895 the foreign-made machine had ceased to be a factor in the keen competition which then existed, while a year later it is doubtful whether 100 English wheels were sent to this country. The McKinley bill, which increased the duty on imported bicycles from thirty-five to forty-five per cent, did not take effect until 1893, or after the decline of imports was well in evidence.

No Necessity for Increased Tariff.

That there was no necessity for an increase in the tariff duty, and very little for any duty at all, is conclusively shown by the fact that, in the face of an enormous and continually increasing demand for bicycles which influenced keen competition among the home manufacturers, prices have steadily fallen since then. The increased duty, which would have handicapped the foreign maker had he still been a factor, was followed in a very short time by a reduction in the price of American bicycles, a sure indication—when coupled with the fact that the latter were easily first in popular favor—of the uselessness of the increased duty. The price for high-grade American wheels, \$125, agreed upon in 1894, would have dealt a severe blow to foreign competition had there been anything worthy of the name existing at that time; but the home product at that time was so superior that it would have had the preference had there been no reduction in price. The following year a further reduction to \$100 was found necessary, so rapidly had methods of manufacture advanced, and it was only the enormous increase in the number of riders during 1895 that warded off still another lowering of price. During the present season the list price was kept at \$100, but it was a very open secret that almost any make of wheel could be purchased for very much less than this figure. In 1898, the price of almost all first-class bicycles will be \$75, and some makers will go below this.

The First Exports.

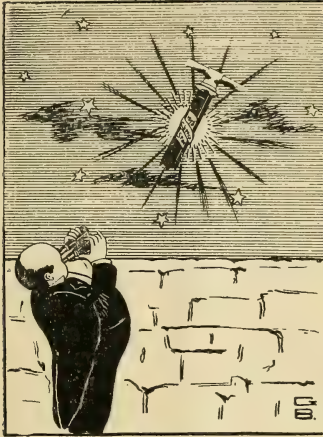
The first exports of American bicycles worth mentioning were made in 1895, when the selling price in our markets was as low, and in some cases lower, than in England. It was at first entirely an experiment, but it was soon found that their superior merit, especially in point of lightness, and their generally lower prices (the boom at that time on in England having overtaxed the capacity of the English makers and stiffened prices considerably) had created a constantly increasing demand, not only in England, but in the continental countries as well. The growth of this foreign trade has been steady from year to year, until now, as stated above, the United States stands at the head of cycle exporting countries, the value of the goods sent abroad during the first six months of this year exceeding those of any other country. It is safe to say, too, that with the further reduction of the retail price here, makers will devote even more attention to the markets of countries where the riders are still obliged to pay \$100 for bicycles.

S. W. MERRIHEW.

FOREIGN SHOWS.

Berlin	Oct. 25-Nov. 25.	Birmingham	Jan. 20-29.
Christchurch (N. Z.)	Nov. 6-13.	Hull	Jan. 24-29.
Stanley	Nov. 19-27.	Glasgow	Jan. 29-Feb. 5.
National	Dec. 3-11.	Edinburgh	*Feb. 5-12.
Dublin	Jan. 15-22.	Manchester	Feb. 18-28.

*Provisional date.



N. 61-98

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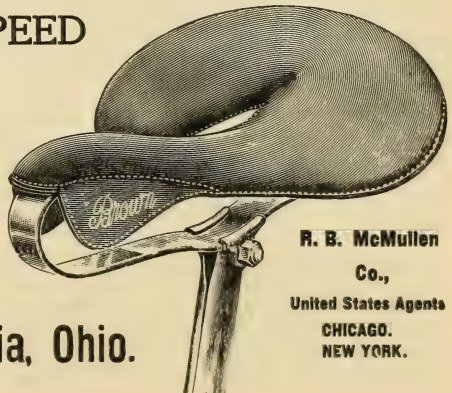
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TRADE LETTERS

THE COMBINE STORY.

Redding of the Opinion That the Patents Are Valid—Lozier and Yost Deny They Will Fight Pope.

New York City, Nov. 1.—Anent the report from Toledo, announcing that a number of the bicycle makers would combine to fight the Pope patents on the bevel gearing, Bearings' representative paid a visit to W. A. Redding, the attorney of the cycle board of trade, who said: "Pope has purchased all the old patents relating to the League chainless wheel, and has also patented a number of his own ideas in regard to bevel gearing. It would be foolish to say that these patents will not stand in the courts. Legal controversies have always been started when something of importance has been patented, as shown in the case of the sewing machine, the reaper, and the telephone. Of course, there are many people who would rather not pay tribute to Pope, but I know that gentleman will fight for his rights. As far as I can see there can be no chainless wheels of the bevel-gear order made without infringing on the Pope patents. It is merely another instance like the introduction of the pneumatic tire." A. R.

MASLIN DENIES IT.

Syracuse, N. Y., Nov. 1.—E. C. Stearns & Co. emphatically deny that they are concerned in any combine or private enterprise looking to the legal opposition of the patents on the bevel gear mechanism held by the Pope Mfg. Co. A rumor to that effect was circulated from Toledo last week, and among the bicycle manufacturers named as being interested in the enterprise were E. C. Stearns & Co. and the Syracuse Cycle Co. H. E. Maslin, speaking for both concerns, being an officer in each, stated that nothing could be farther from the truth. To the contrary, both concerns have taken a license on the Pope patents and will recognize them to the fullest extent in building the chainless bicycle. F. P.

THE INVENTOR'S OPINION.

Springfield, Mass., Nov. 1.—In view of the rumored combination of makers to fight the Pope company on the bevel gear patents, the opinion of S. A. Grant, of this city, is of

unusual interest, in that Mr. Grant formerly held the patents of the old League chainless wheel. Mr. Grant was the inventor of the League wheel, and he sold to the Pope company the patents for the use of the bevel gear. He does not think there is any reason why any manufacturer can not make a chainless wheel, using the bevel gear. The principal had been used so long and so widely, he said, that he did not think that patents on it would hold. The Pope company has, however, Mr. Grant said, numerous other patents which would make it dangerous to imitate its chainless in many particulars. He thinks that notwithstanding this fact a bevel gear wheel will be made which will be sold for considerably less than \$125. E. W. P.

THE TOLEDO END.

Toledo, Ohio, Nov. 1.—At least two industries in Toledo will engage in the manufacture of chainless wheels for the forthcoming season, though it does not necessarily imply by this statement that either of them had laid plans to wage warfare on Colonel Pope and his Columbia chainless device. As early as July 29, Bearings gave the views of Col. Jos. L. Yost on the chainless pattern, and in a recent issue much space was devoted to an interview with one of the Loziers on the same subject. In each of the Toledo factories of Lozier and Yost a chainless model will be manufactured.

Neither will give out the features or specifications of his respective device, although both are completed and have been thoroughly tested.

Lozier Not in the Combine.

It is announced authoritatively that Colonel Lozier will not be affiliated with any organization or clique taking an aggressive stand toward Colonel Pope. Colonel Yost has said that he would not. The nature of the Cleveland device is such that no one could claim any infringement. It is certain, however, that the chainless wheel question is going to develop one of the biggest fights in the history of the bicycle business. There are, of course, several factories where chainless wheels will be manufactured, notably the Stearns, Syracuse, Sterling, Spalding, and others. These are

in addition to the Yost and Lozier plants. Colonel Yost states positively that his name is not to be associated with any combination formed to fight Colonel Pope and the Columbia patents, although the authoritative information has leaked out here in Toledo that a fund has been raised to make a thorough investigation of the old League chainless patents.

Investigated the Patents.

Recognizing the fact that Colonel Pope had purchased these patents, under which the original bevel gear machines were manufactured, the combination decided to test their validity and value. It is known that a prominent western concern took the initiative, and other manufacturers were sounded upon the subject. It is known that expert patent attorneys were employed and an investigation of the premises was had, entailing an expenditure of nearly \$2,000. One of the manufacturers who assisted in raising the fund has received a letter from this syndicate to the effect that the league patents on bevel bearing are not worth a farthing, and the manufacturers in the syndicate were accorded the privilege of examining the duplicate copies of the patents.

Being something of a fighter himself, it is to be supposed that Colonel Pope will fight the issue. He has an abundance of capital to make the fight, and it was to this end that the other manufacturers entered into such a strong combination. The inference is thrown out that the combination is eager to have the fun begin at once, since the several manufacturers, and others who expect to have to come into the manufacture of chainless wheels, have agreed to stand together, shoulder to shoulder, and meet such expenses from time to time as may become necessary to defend any suits that may be brought.

That the fight will interest Toledo manufacturers is certain, for it is contemplated by them to make chainless patterns either this season or next, to keep pace with the demand that may be occasioned by the chainless wheel flurry in the future.

Yost Not Ready.

In an interview today, Mr. Yost repeated his statement as quoted in Bearings of July 29, and asserted positively that he would not launch the new product on the market unless forced to do so. He is, however, willing to meet any other company in competition, and is firm in the belief that the new model will compare favorably with any that may be constructed. He will not authorize any description of it at this time, but if the demands of the trade warrant, will make the chainless pattern a feature of

his business for 1898, although not neglecting the manufacture of the Falcon chain-driven models by any means.

VANCE PRATHER.

TIPS FROM CONSULS.

Uncle Sam's Representatives in Foreign Countries Tell of the Existing Trade Conditions.

Washington, D. C., Oct. 29.—In their annual reports to the State Department the various United States consuls are paying special attention to the cycle industry, and the suggestions offered by them are of vital importance to American cycle manufacturers who desire to compete in foreign markets.

Germany.

Consul Nusbaum, at Munich, Germany, says the increase in the importation of American bicycles during the past year in that consular district has been large. The superior workmanship of our machines, especially those of standard make, is universally acknowledged. These machines find ready buyers and command prices from twenty-five to forty per cent in advance of the German wheels. It is claimed, however, by the German manufacturers, that they can easily make an article equal to the American in durability and fineness of workmanship, were there only a demand for it. Whether this claim is well founded or not, the American bicycle holds its place with an increasing demand against all competitors.

Belgium.

Consul Lincoln, at Antwerp, Belgium, states that bicycles have been imported into that district from the United States in large numbers, but inasmuch as the importations are included under the heading of machinery, it has been impossible for him to ascertain any particulars. The consul understands that many of them have been brought to Antwerp from the general agencies of the American companies doing business at London, Hamburg, and Paris.

British Columbia.

According to Consul Smith, at Victoria, British Columbia, the volume of business in that consular district has been considerably larger during the first six months of 1897 than for several preceding years. Merchants report collections better and the general feeling among them is that trade is greatly improving. The fact is evident, as so stated by the principal dealers there, that business with manufacturers in the United States is increasing, owing mainly to the superior quality of our manufactured goods

and the excellent manner in which they are prepared for shipment. United States manufacturers about monopolize the trade in bicycles. No license or charge is made to United States salesmen who sell to dealers.

Turkey.

Consul-General Short, at Constantinople, is authority for the statement that bicycles can not be imported on any scale to amount to anything, because the roads of Turkey are in an unfit condition. Cheapness is the ruling motive with the Turks.

France.

Commercial-Agent Griffin, at Limoges, France, says the American makes of bicycles are popular in that country, but it is useless to try to compete with the cheap bicycles of France. Transportation and customs charges are as high on a poor wheel as on a superior one. It is estimated that 500 American bicycles were sold in the Limoges district last year.

Mexico.

American manufacturers will be gratified to learn that, through the efforts of Consul-General Donnelly, at Nuevo Laredo, Mex., a concession has been granted to a representative of one of the leading mercantile agencies of this country, for the establishment of a commercial agency in Mexico. The company has its correspondents in nearly every place of importance in the republic and within a short time will be ready for business. Heretofore our manufacturers have been greatly handicapped in the conduct of Mexican trade by the want of so essential a safeguard.

Madeira.

For the benefit of the manufacturers of bicycles, and for the purpose of saving postage on both sides, Consul Jones, at Funchal, Madeira, has made a report to the State Department, in which he says that practically no wheeled vehicles are used in Madeira. The country is mountainous, and the zigzag roads are better adapted to the pedestrian with alpenstock, or to the sure-footed donkey, than to the bicycle.

Honolulu.

In answer to an inquiry from a New York house, Consul-General Haywood, at Honolulu, has written the following letter regarding the sale of bicycles in Hawaii: "The roads around Honolulu, where all the wheeling is done, are very good. The climatic conditions are favorable to wheeling. It is not as warm here as it is in the summer in the United States. The same temperature practically prevails all the year around. The American bicycle is the only one sold

here. It is estimated that 1,500 bicycles are owned here, the population of possible riders being placed at 5,000. The duty on bicycles is ten per cent. The retail price, since the reduction, is from \$85 to \$100 for standard high grade wheels. The following makes are sold here: Cleveland, Imperial, Columbia, Stearns, Eldredge, Sterling, Moline, Syracuse, Tribune, Columbus, Zimmy, Sylph, Waverley, and Overland."

Austria.

From conversations with various dealers in Prague, Austria, Consul Donzelmann finds that American bicycles could find a good market there, providing the same could be shown by sample to the dealers by a live and energetic salesman. He says the cheapest freight route for goods shipped to Prague from the United States is via Hamburg or Bremen, from the first named place up the river Elbe as far as the town of Tetschen, Bohemia, and from there by rail to Prague, it being the cheaper of the above-named places. There is no license exacted from commercial travelers, but they must apply for a permit from the local authorities, which costs forty cents. Salesmen who are American citizens should be provided with passports; if a naturalized citizen of the United States he should also have with him his certificate of naturalization.

H. G. WARD.

TOLEDO TRADE TOPICS.

The Cleveland Wins an Award at the Nashville Centennial—Traveling Men Starting Out.

Toledo, Ohio, Nov. 1.—News of a most gratifying nature reached the official heads of the Lozier factory one day last week, being the announcement that at the Nashville Centennial the Cleveland wheel was given the silver medal and diploma, the highest in its class, and the only wheel exhibited at the Centennial to receive an award. The information came from C. E. Hattersley, the well-known Toledo traveler, who has been in charge of the Lozier exhibit at Nashville. In the Nashville American of October 26, a full list of the awards was printed, and under the heading "Diploma of excellence with silver medal," appeared the following significant paragraph:

"H. A. Lozier & Co., bicycles. On account of beauty and completeness of exhibit and careful attention to each and every detail of material and methods of construction."

It is noteworthy in this connection that the Loziers had maintained a booth ever since the opening of the Centennial, and for

a special exhibit displayed the mammoth Cleveland wheel, which is 15 feet high, weighs 1,600 pounds, and which has traveled more than 12,000 miles. This wheel attracted no little attention at the Centennial, and in fact was heralded far and near by the tons of circulars given out. Mr. Hattersley will return to Toledo some time this week, and after acquainting himself with the '98 machines, will go out over Pennsylvania territory. He has been a valuable man for the Lozier interests and is expected to accomplish great things for the Cleveland during the forthcoming season.

Election of Officers.

Directors of the National Cement & Rubber Mfg. Co., formerly known as the High Pressure Mfg. Co., held a meeting late last week—the first meeting, in fact, since the articles of incorporation were taken out—and selected the following officers to guide the destinies of the new company in the future: President, Dean V. R. Manley; vice-president, E. P. Hubbell, who will act as secretary and treasurer; superintendent, Jas. E. Bancroft; general manager, Albert Rosenfeld. Offices and sales depot are now fitted up in the Smead building, on Huron street, and the business has been successfully started with \$25,000 capital for the manufacture of enameling ovens, brazers, vulcanizers, cements, and sundries of every description. The machinery is not all in position, but the company has started its traveling salesmen and within a short time will be able to ship goods in large quantities. Several nice orders are on the books and more are coming in every day, so that the new company is assured of a large business at the start.

Traveling Men Starting Out.

A. W. Kirk, who is on the traveling staff of the Kirk Mfg. Co. for the forthcoming season, starts today for New York and other eastern centers, taking along a sample model of the Yale product for 1898. He will have eastern territory for the balance of the season, and will be general traveling agent for the New England states. Another traveler who is waiting for the '98 models, by the way, is Charles A. Emise, general sales agent for H. A. Lozier & Co., who is now in Toledo learning the mechanical points about '98 Cleveland construction. He will start for the west as soon as his samples can be finished, traveling to Salt Lake City, Utah, his home. Mr. Emise will take long jumps about the country looking after old agencies and establishing new ones where necessary.

Harry Yost Off to the Coast.

J. Harry Yost has practically arranged every detail for his withdrawal from the

Falcon retail salesroom on Adams street, closing up the business of the year, and will depart shortly for San Francisco, where he will be associated in the hardware and wheel business with George W. Alexander, under the firm name of Alexander & Yost. This house was formerly known as that of Osborn & Alexander, but recently J. L. Yost acquired a half interest and turned it over to his son. As yet the retail agency of the Yosts for another season is a matter of conjecture, but it is stated at the factory that the store will be leased to an outside party, who will buy his wheels outright from the factory. During the '97 season, the agency proved to be one of the most successful in the city, and there is much of profit in it for the right party. The younger Yost will reside permanently in San Francisco hereafter, devoting his energies to the sale of hardware in the winter and bicycles in the summer.

Fred Peters Married.

It will perhaps be interesting news to many men in the trade to learn of the marriage, in far-off Australia, of Fred A. Peters, who was traveling representative for the Yost Mfg. Co. in 1894, and who became general manager of the Union Mfg. Co.'s business the first year that Alvin Peter manufactured Viking bicycles. Mr. Peters is now in Sydney, New South Wales, in the interests of F. W. France & Co., of Rochester, N. Y. The Sydney Daily Telegraph, of September 18, tells of his marriage to Miss Daisy Edith Stephen, who journeyed all the way from Canada to meet him. Letters from Mr. Peters to friends in Toledo would indicate that his mind was made up to stay in Australia for an indefinite period, hence the trip of his bride all the way from Canadian soil to join him. He has built up a profitable market for Vikings in Australia, and is at the same time giving F. W. France & Co. the benefit of good representation.

VANCE PRATHER.

THE CHAINLESS ATTRACTS NOTICE.

A Number of Washingtonians Place Orders
For the New Columbias—Local
Trade News.

Washington, D. C., Nov. 1.—The advent of the Columbia chainless bicycle on the local market was heralded far and wide in the local press by a number of well written articles illustrated with cuts of the working parts of the machine, and in consequence the handsome Columbia store on Fourteenth street has been crowded during the past ten days and the entire force has been busy explaining the mechanism of the new ma-

chines. The consensus of opinion is that the chainless wheel produced by the Pope Mfg. Co. is a success.

Has Leased New Quarters.

The Cleveland Cycle Co., at the corner of Fourteenth and I streets, will make a big bid for trade next year. It has leased for a term of years the premises at the northeast corner of New York avenue and Fourteenth street, one of the finest locations in this city. Four lines of cars pass the door and it is accessible from every point. A fine large building is being erected on the site and will be ready for occupancy about the 1st of December, when the company will remove from its present quarters. The new store will be fitted up in luxuriant style and the salesroom will be as attractive as money can make it. A large and well equipped repair shop is to be installed and special attention will be paid to this important branch of the trade. Under the capable management of James F. Broadbent, than whom there is no more popular man in the trade, the company has built up an excellent business, and with increased facilities for handling the trade will be enabled to greatly extend the business. The company will handle the product of H. A. Lozier & Co. exclusively.

The New Iroquois Pleases.

The Iroquois Cycle Co., at 810 Fourteenth street, has received a sample model of the 1898 Iroquois, and the many new features of this popular wheel meet with the approbation of a large number of riders. One of the talking points of this wheel is the manner of changing the gear by removing the rear wheel and turning it around. This device is so simple in its application and yet is so durable that it is bound to become very popular. The local company has had a very successful year with this wheel.

J. D. Lasley, manager of the local branch of the Eclipse Bicycle Co., will shortly leave for the factory and will bring back with him a sample of the new Eclipse. R. W. Pollock, who has been connected with the local house for some time, will represent the Eclipse company on the road next year. His territory will embrace South Carolina, Georgia, and Florida. H. G. W.

THE SLUMP IS OVER.

The Good Balance Sheets Shown by English Companies Restore Confidence—Ten Per Cent Dividends Declared.

London, Oct. 23.—The slump as such is over with us, and it is only a question of a few short weeks before shareholders and the public will realize the true value of cer-

tain cycle stock for investment, if not for speculation. With good balance sheets—and so far it must be admitted that the returns of the leading firms are more than satisfactory—the prices must rise, and the only thing to worry about is that those who are sharp enough to see this have not the wherewithal to buy the shares which seem to be going begging.

The Centaur and the Rover balance sheets, for instance, leave very little to be desired, but, of course, it must be remembered that these two companies were very moderately capitalized, more especially the former. The Rover company has about fifty per cent more capital than the Centaur, but has succeeded in making only about \$7,500 more, a clear indication that capital, beyond a certain reasonable amount, is not wanted. I am waiting anxiously to see what those companies which have more than six times as much capital as either of the above two will pay. If they in any way equal the dividends of the two in question, and carry forward like amounts to reserve and the next account, I, for one, am at a loss to understand it. It is the more extraordinary if high dividends are declared, when one reflects that the machines made by these concerns have been obtainable of tailors and hatters, and of nearly all the tradesmen in large towns, and at cheap rates, too, for those who know a thing or two. If the profit made is large, then there must be some gross mismanagement with the properly capitalized companies if they can only pay the same dividends.

The Rudge-Whitworth Co. will also pay ten per cent, having made a profit of more than \$240,000, from which amount ought really to be deducted some \$51,000 which has been received in premiums on the recently issued shares. The directors are following the example—a good one—of the Centaur and Rover companies, and are placing a large sum to reserve, namely, \$100,000, and will carry forward some \$26,000 to next account.

Ten per cent seems to be the general dividend of the successful companies, and hence we may look upon it that those interested in the management who are known to be large shareholders, are in the business as investors. Otherwise, with the large amount carried forward, we might have found less regard for the future and a determination to pay big dividends, in order to send the shares up, as the declaration of a large percentage always does. This looks as though the trade is settling down to a period of calm, after the ups and downs of company-promoting.

At the National show I am told there will

be at least seven distinct types of chainless safeties. To the weary pressman, who has exhausted all the adjectives in the English language which his editor will 'pass as fit for publication, will feel that when describing a chainless safety he can let himself go. The fixity of patterns has been a great blow to show reporters, but while there are people who are not content with the less than one per cent friction of the chain, there is hope for all.

More attention will be paid to the question of brakes than at any previous show, and this is a matter upon which cyclists generally are to be congratulated. Rim brakes will be more frequently exhibited than heretofore, although I certainly think that, if this type is to become popular, specially strong rims will have to be made to resist the wear which, although slight, is still there.

C. W. BROWN.

DEMAND FOR OLD MACHINES.

Rochester, N. Y., Oct. 30.—There is and has been for the last three or four weeks the most surprising trade in second-hand wheels in this city. The greater part of the business done is for ready cash and consequently the dealers are feeling more than ordinarily chipper. This trade is from those wise people who wait for the end of the season to pick up bargains. J. J. Mandery has cleared out his stock of second-hand wheels to a great extent as has C. J. Conolly and Northway & Kingsbury. In the latter store there is hardly one old wheel left, even wheels that have stood by them for more than two years having been taken up, and at fair prices.

H. R. Gilbert, representing the Stearns, Campbell, of the Eclipse, and Stroutt, of the Monarch Cycle Co., were in the city the last week with new models of their respective wheels. C. J. Conolly is agent for the three of them. Few, if any radical changes are observable in the lines of any of the models. Mr. Conolly will handle the Stearns chainless, being agent for that make.

Walton & Truesdale have opened a cycle repair shop at 142 South Clinton street. The firm will engage in a general repairing business and also do enameling, brazing, and manufacture wheels to order.

The Hall-Shone Co., maker of the new mud guard bearing its name, has closed a contract with the Geo. L. Thompson Mfg. Co., of Chicago, to handle its parts and fittings. The Hall-Shone Co. will engage extensively in the jobbing business, handling wheels as well as parts. A number of traveling men are on the road for the company and the orders they are sending in are

very satisfactory. Several contracts of importance have been closed and the next season looks rosy for the concern.

The Australian business of the Red Cross Rubber & Cement Co. is increasing rapidly. A large number of orders were filled for that point this week and its agent in Sydney, Fred A. Peters, formerly of the Union Mfg. Co., of Toledo, Ohio, reports a gratifying increase. Mr. Peters recently secured a large order for Barnes bicycles from the Sydney Cycle Co., one of the largest in the country. Barnes wheels are favorites in Australia and figure extensively on the track. The Red Cross Rubber & Cement Co. controls Australian territory for the Barnes, Trinity, and Viking wheels. The rapidly increasing business in the antipodes has rendered the securing of a large storehouse necessary and last week a four-story warehouse was rented. It is necessary to carry a large stock of wheels, parts, and sundries in Sydney, as the Australian public lives in just as great a rush as Americans and can not find time to wait until parts or wheels are shipped from this country.

N. E. C.

TUBE WORKS BUSY.

Columbus, Ohio, Nov. 1.—The tube factories of the central part of Ohio are all busy and are preparing for a large output for the coming season. Most of them have orders ahead which will insure work at full time for the entire season.

The Shelby Tube Co. has 325 men at work now, and it is expected that the full force of 500 day men will be put on, with an additional force of 300 men at night. Specifications are now coming in very rapidly, and the outlook is very encouraging.

The Ohio Tube Co., of Warren, is having all the orders it can attend to, and its margin has been sufficient to enable it to increase the wages of its employees ten per cent. The company is daily receiving specifications, and it hopes to do a greater business than any year in its history.

The Riverside Tube Co., at Benwood, W. Va., employing almost 2,000 men, has been running full time for several months. The demand for its goods has been unexcelled, and seems to give universal satisfaction.

The Stoddard Mfg. Co., at Dayton, is working on its '98 model, and expects to have it in readiness within a short time. This company has made many improvements over last year. The peculiar pattern of the ladies' wheel will probably be retained. Yardley & Harsh will handle the goods here again this year.

The Shelby Bicycle Co., at Shelby, Ohio,

has the '98 patterns all ready and within a very short time will have the full force of 400 men at work on them. Several improvements have been made in the wheels for the coming season. The company expects to make 20,000 of them this winter.

O. M. C.

THE OVERMAN MOTOR.

Springfield, Mass., Nov. 1.—The Overman Wheel Co., of Chicopee Falls, announced last week its purpose to enter upon the manufacture of a motor carriage which will be unlike any motor vehicle yet produced. It will be light weight, medium-priced, economical in the use of power, and capable of high speed. The carriage will be provided with a hydro-carbon engine which will emit neither smoke nor odor. The carriage will have a four-horse power engine, and can be run at a cost of one-half cent per mile. It will be geared for a speed of thirty miles an hour. Secretary Reeder, of the Overman Wheel Co., in conversation with Bearings' representative, expressed great confidence in the future of the carriage which his company has got together. The experiments have been conducted quietly over a period of several years. Over a year ago, Mr. Overman told Bearings' correspondent that he was looking forward to the manufacture of motor carriages, but should not embark in the business until he had a vehicle which was thoroughly practical and in every way worthy of the name Victor. In view of this statement, last week's announcement may be construed to mean that the experiments of the company have now reached a stage where the public will shortly be permitted to see the results.

Secretary Reeder said that the Overman motor carriage would weigh in the neighborhood of 1,000 pounds. This is several hundred pounds less than the weight of any motor carriage which has yet been shown to the American public. The industry, he said, would have to be conducted separately from the company's bicycle business and would likely necessitate the erection of additional buildings to the company's already large plant. Mr. Reeder said that the company had been conducting some interesting experiments with its dynamometer and would soon make public the results of experiments on the running properties of chainless and chain wheels. The boycott of the striking polishers, Mr. Reeder said, would not hurt the sale of Victor bicycles.

E. W. P.

CINCINNATI AFFAIRS.

Cincinnati, Ohio, Nov. 1.—The announcement of W. W. Thomas that he will build a factory in this city with a capacity of 10,000

bicycles, has created quite a stir in local cycling circles. Thomas was a large purchaser of bicycles from the local bicycle factories and it is estimated that he purchased at least 3,000 during the past season. These wheels were bought very cheap, however, and were used by Mr. Thomas as premiums to the users of his goods. He has decided not only to build bicycles for himself but for other jobbers as well.

A. P. Tucker & Co., makers of the Tucker Special, are now located on Ninth street. This firm has been manufacturing bicycles since 1893, but only upon a small scale. The wheel is made entirely by hand, and made only to measure for racing men and those desiring a special size bicycle.

The bicycle store of Frank Rose on Hamilton Pike was closed last week as the proprietor has retired from the cycle trade. He made a specialty of repair work and handled several small agencies.

C. F. W.

MILWAUKEEANS ACTIVE.

Milwaukee, Wis., Nov. 1.—There was considerable activity in the trade during the past week, and several firms are in receipt of orders for '98 machines. All manufacturers report business as good as might be expected—in fact, some say it is better than anticipated.

At the League Cycle Mfg. Co., Mr. Fichtenberg reported everything in excellent order. "Our secretary, Mr. Schult," he said, "who has been east for the past week or two, has written me to the effect that a bright future presented itself. He has sent in several orders. The agents, he says, are of the opinion that a good season is booked."

The firm received an order for 100 '98 wheels for export, which ranks among the first export orders received here for the coming season. Considerable new machinery, which has been received by the company within the past month, is now being placed in position and will be in working order in a week or ten days. The company, as stated in Bearings recently, is experimenting with a chainless.

When seen by Bearings' correspondent last week, Henry Andrae, of the Julius Andrae & Sons Co., said that D. D. Warner formerly of the Warner company, of Madison, will go to the coast with a line of Andraes within the next week. A line of '98 Andraes has been shipped to the show in London and are expected to make a good impression among those "across the pond." John Schmidtbauer, the ex racer, who has been identified with the Andrae people for many years, is at present in Washington, D. C., where he is looking after the interests of the agent there. In a week or so he will proceed

to visit many Andrae agents. George Schugers, who is well known in the bicycle trade in Michigan, will have charge of the Andrae in that state. The north wing of the Andrae factory on Clinton and Florida streets, which was formerly unoccupied, will be put to service next week. This addition will be used for enameling. O. H. M.

EMPLOYMENT OF FEMALE LABOR.

Toledo, Ohio, Nov. 1.—With all the comment that has been indulged in regarding the employment of female labor in the Toledo factory of the Loziers, the superintendent of that institution, George A. Burwell, avers that the women and girls now on the company's pay-rolls are fully competent and capable for the work assigned them, and beside realize their duties more fully than do the boys. Superintendent Burwell also makes the significant announcement that between fifty and sixty girls and women are now employed in the Cleveland plant and that 100 will be at work when the company is running full time. They are employed in the operation of punch presses and in spoke and nipple work, which is done neatly and accurately.

Much of the female labor is also employed in stringing work in the plating room, a comparatively easy task. Mr. Burwell avers that the boys continually demand men's pay and it is a matter of note also that the recent discoveries of theft in the Lozier factory pointed to these boy employes as the culprits. Parts were stolen and concealed in their clothing, then carted home and assembled whenever sufficient goods had been stolen to make up a complete wheel. To this, if for nothing more, is attributed the reason for the Loziers employing so much female labor. They have reckoned that women and girls are not in the least degraded by such work and that a bicycle factory admits as much of the employment of female labor as any other industry. Though not receiving as much as the men, the pay of the women and girls is kept at a good scale, and the work is, of course, agreeable.

An Important Point.

In this connection Superintendent Burwell raises an important point that should receive the early attention of the trade, not only in Ohio but in other states. Ohio has a state inspector of workshops, whose duties require him to see that all gears are properly covered up and protected to guard against danger, accident, and loss of life. The law does not seem to be general in the United States, and the result is that when

machinery is ordered from industries not in Ohio, it oftentimes comes with the gears exposed. Just the minute this machinery gets into an Ohio plant it must of necessity have the gears covered in accordance with the laws of Ohio. Mr. Burwell's point, which is well taken, is, that there should be a general law requiring the gears to be inclosed when the machinery is shipped. If this were done it can be readily seen that there would be fewer accidents in bicycle factories, and that the trade would experience no difficulty in the proper protection of its factory machinery and in losses arising from possible damage suits.

VANCE PRATHER.

FROM QUAKERTOWN.

Philadelphia, Pa., Nov. 1.—With winter now close at hand, business is practically at a standstill in local trade circles and the dealers are just now busying themselves preparing for an early opening next year. Several of the '98 models have already put in an appearance, including the Columbia chainless, which was placed on exhibition last week, but it will be some time before the dealers will receive their samples. The wheels now being shown are confined to those of the chainless variety.

The Reading Standard Mfg. Co., of Reading, Pa., promises many new and novel improvements on the '98 models and is preparing for a busy season. The extensive plant of the company will be improved throughout and the facilities for turning out large numbers of wheels greatly increased. Last year, the output numbered 8,000 wheels, but it is the intention to greatly increase this number in 1898.

W. B. Riley & Co., jobbers in bicycles and sundries, of 324 Market street, are putting on the market a new saddle, which, by reason of its quality, construction, and material, is bound to attract marked attention. It is known as the Bernasco adjustable bicycle saddle and appeals strongly to the eye as well as to the common sense. The saddle is made of the finest leather and steel, and in addition to being adjustable to the form of the rider, has a soft and flexible pommel with a downward deflection, conforming without jar to the natural movements of the rider. Its hygienic qualities and medium spring motion should especially recommend it to riders.

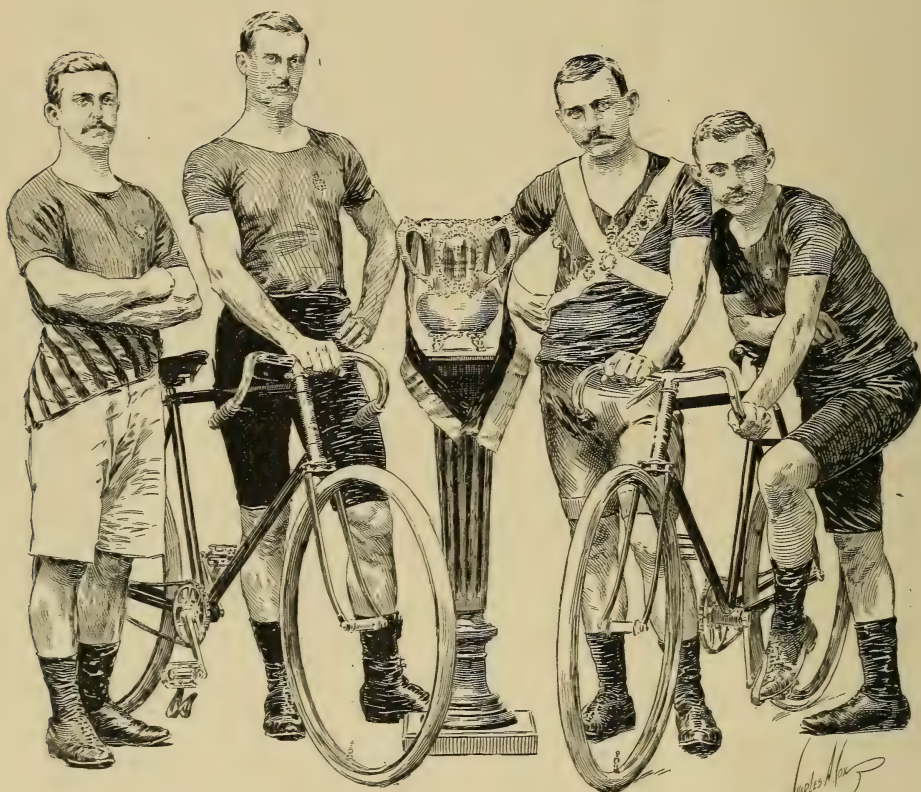
G. M. D.

A NEW CHAINLESS.

Columbus, Ohio, Nov. 1.—S. W. Hyatt, of Elam, Ohio, who claims to be the inventor of the two-piece crank, has just made public another invention

which will likely prove as meritorious as his former efforts. It is a new chainless wheel, very different from all others in the principles of propulsion. He has completed a semi-cogless device, which is inclosed in a box and is entirely dust proof. It is noiseless and works without any great degree of friction. The brake is automatic, and the machine is so arranged that the rider may coast at will by simply holding the feet at rest on the pedals, as it can be thrown out

of gear and the wheels left free with a slight motion of the foot. By reversing the pedals slightly the brake can be applied to the hub, which is also a different arrangement from any other. This machine, the inventor claims, is strong and durable, and can be used on roads as well as pavements. Mr. Hyatt has applied for patents in this and several other countries, and is now negotiating for the formation of a joint stock company to manufacture the machine.



F. SMITH.

A. N. DODWELL.

J. A. SMITH.

J. GRIMLEY.

WON THE STEARNS CUP.

The Brisbane Bicycle Club's racing team recently won the Stearns loving cup offered for competition to the clubs affiliated with the Queensland Cyclists' Union of Australia. The event, which occasioned a wonderful amount of interest, was included in the programme of the Combined Clubs' carnival, run at Brisbane on August 7 on the third-mile track, each of the three senior clubs sending four men to do battle in as many half-mile heats. The Brisbanes won eleven points out of a possible twelve, easily capturing the first place, together with the handsome trophy and gold medals presented by the local agents (James Smith & Sons) for E. C. Stearns & Co. The medals, four in number, are extremely neat, and bear the Stearns coat-of-arms (arm and mallet) engraved on the face, with the particulars of the event on the opposite side. Singularly coincidental, the Brisbanes' colors are old gold on a black ground, and three of the team, who habitually ride Yellow Fellows, are wedded to the product of the well-known Syracuse firm, who sagely advise, "the way to do it, is to do it on a Stearns."

RECENT PATENTS

Beekman's Complicated Hanger.

Fig. 1.—592,230.—Propelling and brake mechanism; G. Beekman, New York City; application filed March 5, 1897; serial No. 626,040.

This device was designed in order that coasting, braking, or back-pedaling, as well as propelling, may each be effected by a mechanism which shall occupy but small space. B is a sleeve carrying at one side the sprocket wheel and at the other side a hub K. At each side it is provided with a friction surface j, engaged by a similar surface of each crank hub, the latter being loosely held in the hanger, and having inwardly extending sleeves pressed longitudinally apart by the springs F and F'. Carried on each end of a shaft G is a cam disc E or E', placed opposite a similar disc on each crank hub, and V-shaped rollers are interposed between these cams. It will be seen that ordinary propulsion of the cranks will serve to clutch them to the part B and so enable one to drive, but to insure this, roller clutches H may be employed. By allowing the feet to rest idly on the pedals, coasting is permitted, while a gentle pressure on the pedals simultaneously in opposite directions serves to brake the machine. Vigorous pressure in a similar manner will so set the clutches that back-pedaling may be accomplished.

Hidden Braking Mechanism.

Fig. 2.—592,231.—Propelling and brake mechanism; Gerard Beekman, New York City; application filed April 15, 1897; serial No. 632,282.

The objects of this invention are similar to those of that just described, and in addition the entire mechanism is located within the crank-hanger, the wheel appearing the same as usual externally. The conical parts B and B' represent one member of the clutches, being rigid with the cranks, while the parts 7 are part of the sprocket-wheel hub. Each conical part B and B' has a cam face between which rollers 14 are placed. The spring E corresponds to the spring F in the previous construction.

Peters' Rim Brake.

Fig. 3.—592,254.—Brake; D. M. Peters, Bellwood, Pa.; application filed November 10, 1896; serial No. 611,613.

In this construction the front wheel of the bicycle has an annular rim J secured to the felloe, and this is engaged by a sliding shoe D on the front fork, said shoe being brought into engagement with the rim J by the usual brake lever. By applying the shoe to the rim, wear on the tire is entirely obviated so far as this is concerned.

Sipman's Cycle Support.

Fig. 4.—592,260.—Support; C. Sipman Nottingham, England; application filed April 27, 1896; serial No. 589,332.

In this construction, a block 4, having a channeled face, is secured to the cycle frame. Pivoted on inclined axes in the channel are supporting legs 6, acted on by flat springs 7. A top and one side of the legs 6 are flattened, and the spring 7 will engage either the one or the other and hold the same in position.

Beitler's Roller Brake.

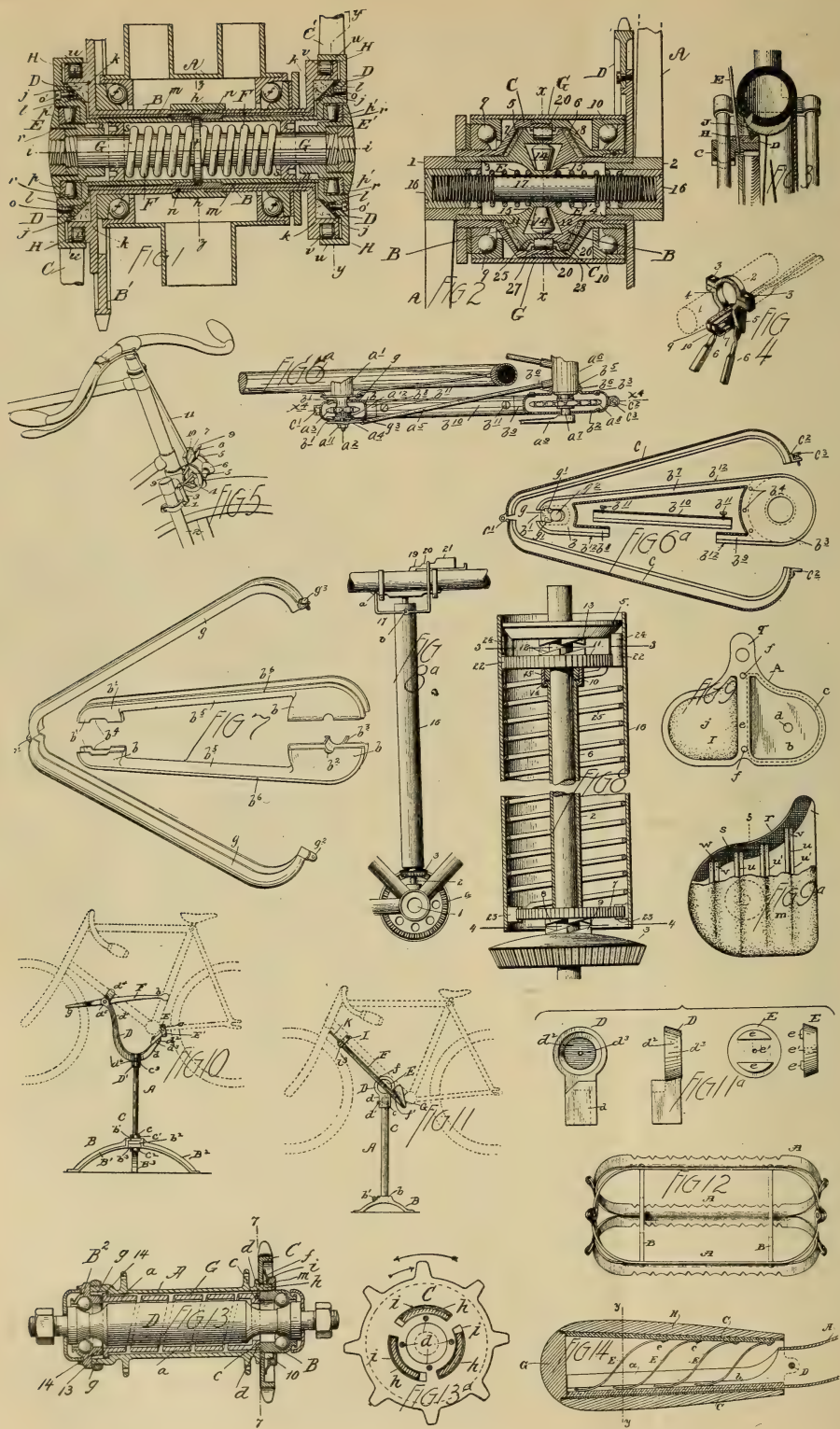
Fig. 5.—592,271.—Brake; F. Beitler, Pittsburgh, Pa.; application filed June 22, 1896; serial No. 596,458.

This brake consists of brackets 1, having upturned arms 3 and a cross piece 4. Pivoted to the arms 3 are V-shaped links 5, between which a roller 6 is journaled. A leaf spring 8 is secured to the cross piece 4, and rests against a piece 7, which connects the upper ends of the links 5. A rod 11 engages the part 7 to operate the brake. The spring 8 serves to relieve the pressure.

Holmes' Gear-Case.

Fig. 6.—592,288.—Gear-case; C. B. Holmes, Minneapolis, Minn.; application filed November 27, 1896; serial No. 613,543.

The illustration shows a case for a chain gear, the several parts being separated for better description and comprehension. The letter b represents a hood for the rear sprocket, being V-shaped in horizontal cross section, so as to embrace the front and sides of said sprocket. A larger hood-section b² and b³ embraces the sides and covers the rear portion of the driving sprocket. The inner side b³ is removable and has a central passage formed by a flange b⁵ to embrace the crank-hanger. The hood sections are rigidly connected by a channeled piece b⁷ (Fig. 6^a) which forms a cover or casing to the upper section of



the chain. The lower portions of the sections are also connected, but the central piece b^{10} is removable to provide for the frame bar a^5 . Channel sections c are employed to form a marginal cover. By this construction the entire driving mechanism is concealed, and is protected from dust, etc.

Simple Detachable Case.

Fig. 7.—592,289.—Gear case; C. B. Holmes, Minneapolis, Minn.; application filed May 10, 1897; serial No. 635,815.

In this case the cover is made in but four sections, of the shape clearly illustrated, and is applied in much the same manner as the one previously described. Its application will be apparent without further description.

O'Brien's Power Accumulator.

Fig. 8.—592,438.—Attachment; J. H. O'Brien, Nasby, S. D.; application filed December 19, 1896; serial No. 616,332.

This is a device designed to store up power which otherwise would be lost in going downhill. A spring is secured on the machine and is connected with a ratchet wheel at one end, its other end being fixed. This ratchet wheel is secured to a shaft, and by means of clutches the shaft may be thrown into or out of engagement with the crank-shaft. When in gear and going downhill, the spring will be wound up. Its energy may be retained and may be expended at any desired time by throwing into operation another clutch, which allows the expansion of the spring through the crank-shaft.

Ewbank's Pneumatic Seat.

Fig. 9.—592,488.—Saddle; H. B. Ewbank, Sr., Baltimore, Md.; application filed July 6, 1896; serial No. 598,078.

This is an improvement in pneumatic saddles. A base plate A has two hollow parts the sides of which have inwardly projecting flanges. Each pneumatic cushion is provided internally with a series of ribs (Fig. 9^a). Without these it is contended that the cushion may not be expanded beyond a certain pressure, for it will be thrust out of its seat. With the internal ribs this objection seems to be entirely obviated.

An Efficient Cycle Stand.

Fig. 10.—592,534.—Stand; E. H. Webster and J. D. Winslow, Rutland, Vt.; application filed May 11, 1897; serial No. 636,025.

This stand consists of an upright C supported on legs. A standard or bracket D is supported on this upright to turn in a horizontal plane. This bracket carries a lug E to fit between the lower rear forks, and a pivoted locking bar F , which engages the

frame at two different points, preventing lateral displacement. This support seems to be very efficient.

An Adjustable Stand.

Fig. 11.—592,544.—Stand; A. P. Graham and S. T. Pearsons, Portland, Vt.; application filed May 6, 1897; serial No. 635,314.

This support consists of the upright C , having the part D swiveled thereon. This part D is formed of two discs (Fig. 11^a) held in position by a bolt, and on one part are guides e and e' , for the sliding piece F carrying the shoe G to support the crank-hanger. The upper part of the bar F has a clip I to embrace a frame bar, and a brace K for the front forks.

Lincoln's Triangular Pedal.

Fig. 12.—592,549.—Pedal; E. W. Lincoln, Pasadena, Cal.; application filed May 28, 1896; serial No. 593,370.

This pedal is constructed of sheet metal pressed into shape. To make it light and at the same time strong, it consists of "two triangular frame supports B rotatably mounted on the crank pin, said supports carrying at each angle a side bar, the bars on each side of the supports being connected at one or both ends and suitably notched or roughened to afford a foothold."

Warwick's Rear-Axle Brake.

Fig. 13.—592,599.—Brake; G. T. Warwick, Newark, N. J.; application filed March 15, 1897; serial No. 627,608.

In this construction the braking device is in the hub of the rear wheel. This hub is provided with cut-in portions at h and the sprocket C has cut-out portions of greater size to receive the hub (Fig. 13^a). The part B and the sprocket C are fixed together. To the part B is secured one end of the spring C , which surrounds the fixed axle D . The other end of the spring is secured to the opposite end of the hub of the driving wheel. When the sprocket C is moved back in back pedaling, the spring G will bind on the axle and retard the progress of the driving wheel. This will also occur if the rotation of the pedals is stopped at any point.

Lampert's Grip.

Fig. 14.—592,634.—Grip; W. Lampert, Sacramento, Cal.; application filed April 6, 1897; serial No. 630,947.

This invention comprises a spring handle, the object of which is well understood. In this instance, the end of the handle-bar is bent to form a U-shaped channel. The grip is pivoted at D , extending around this channel, and springs E and E' are interposed between the grip and the bar, lying in and being guided by the channel. J. W. A.

PEOPLE AND THINGS

M. & M. W. CO.'S NEW HANGER.

Recognizing that diamond cranks are coming into popularity with riders, the Manufacturers & Merchants Warehouse Co., 10 to 24 West Water street, Chicago, is putting on the market the two-piece hanger here illustrated. As will be seen the cranks are round on the inner side and diamond shape on the outside, possessing the appearance of the full diamond cranks without sacrificing any of the strength residing in the round section. The crank-shaft and left crank are drop forged in one piece of spring steel; the right crank is detachable and fits on the tapered end of the shaft, which is faced off flat on two sides to prevent rotation of the crank on the shaft. The end of the shaft is screw-threaded internally for the reception of the large-headed screw which retains the crank in place. Adjustment of the bearings is effected by means of the left-hand cone, screw-threaded on the axle, and provided with a nut head to be turned by a wrench.

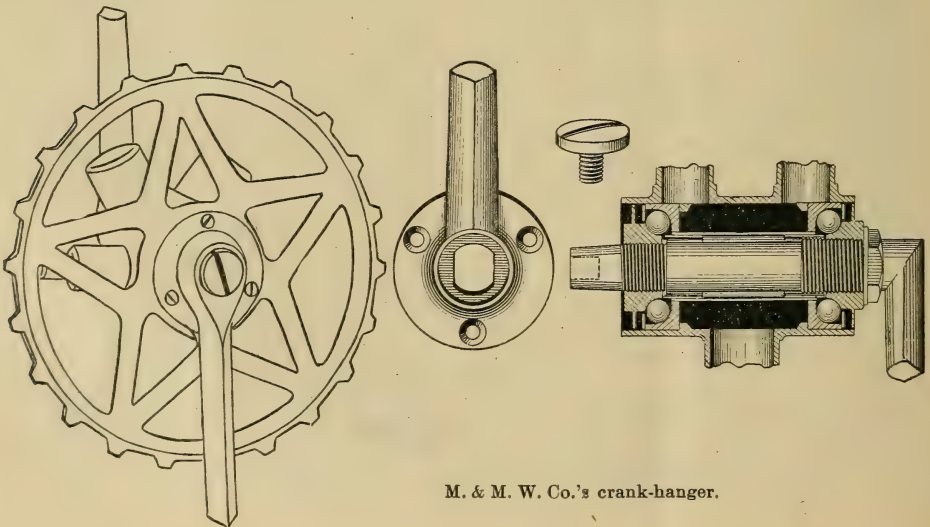
The sprocket is of star pattern and fits on the axle with an opening corresponding to the section of the axle end so that no strain comes on the screws by which it is attached to the crank. To remove the axle it is only necessary to take off the right hand crank and cone, the balls being held in place by ball retainers. When the axle is replaced, the right-hand cone is screwed up until it

touches the shoulder, when the bearings are again in adjustment. The cups and cones are extra heavy to insure strength. Twenty $\frac{3}{8}$ -inch balls are used. These hangers are built for either flush joints or outside connections. Although the brass models were gotten out only eighteen days ago, contracts for 18,000 of them have already been secured.

The M. & M. W. Co. has also designed a new medium-grade pedal for next season which is practically dust proof and is well made of the best material. It is called the Standard and is simplified by having the end of the barrel permanently closed, thereby doing away with the usual caps and screws. Other novel features are that all right-hand threads may be used, and that after the pin has been screwed into the crank end the pedal can be securely locked by tightening the loose nut on the pedal pin. All bearings are made of cone steel and can not work loose.

SNELL'S LINE.

Advance sheets are being sent out by the Snell Cycle Fittings Co., Toledo, giving detailed descriptions and specifications of the '98 models, four in number. These patterns are to be known as Nos. 18, 19, 20, and 21, with a list price of \$50 placed on the high-grade, and \$40 on the second-grade patterns. In construction they are almost



M. & M. W. Co.'s crank-hanger.

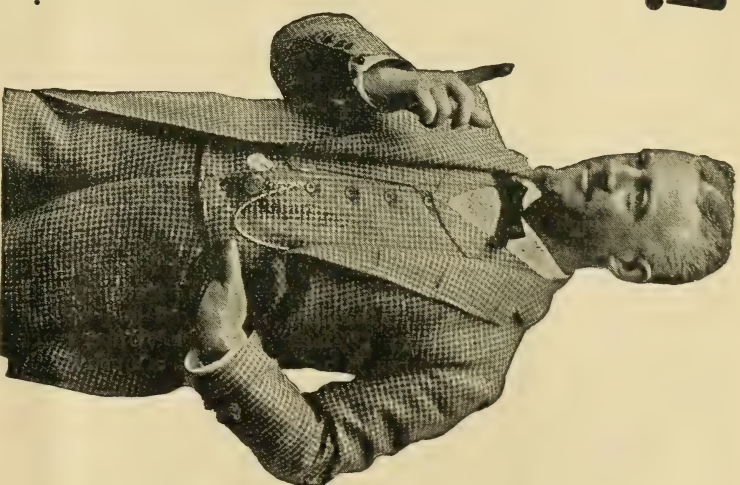
YOU ARE SAFE!

Of course, not quite as safe as when in "your own mother's arms," if your mount is made of "SHELBY" tubing; but just as safe as the very highest grade steel will make the bicycle frame under you. INSIST on your dealer furnishing you with a wheel made from SHELBY TUBING.

THE LEADING MANUFACTURERS
USE IT. WHY? BECAUSE IT HAS

QUALITY.

Write us when in the market.



THE SHELBY STEEL TUBE COMPANY,

Main Office and Works, Shelby, Ohio, U. S. A.

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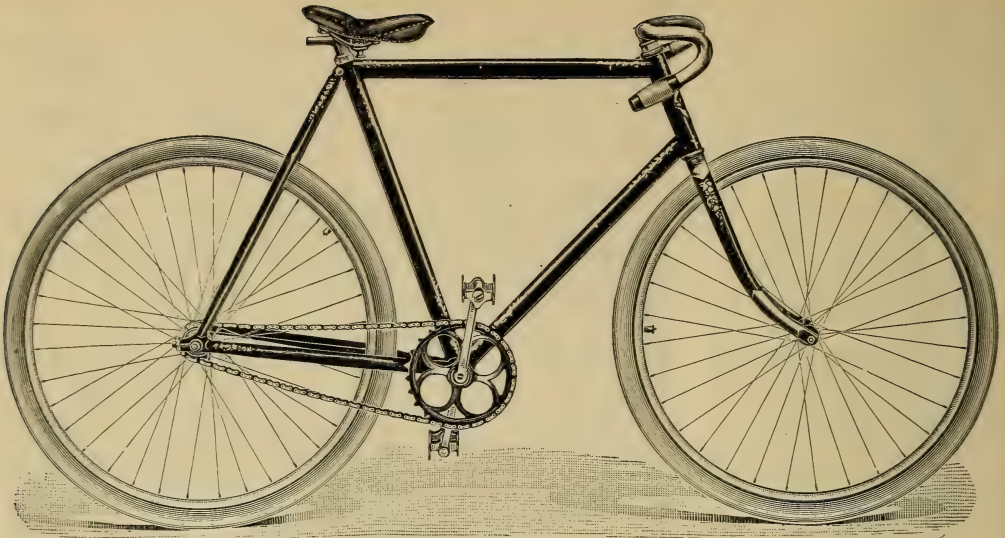
144 Chambers St., New York.

European Office and Wareroom,

29 Constitution Hill, Birmingham, Eng.

Western Office and Wareroom,

135 Lake St., Chicago, Ills.



The Snell, Model 20.

faultless, and would take rank along with other machines selling at higher figures, but it is the policy of the Snell company to sell in large lots and almost directly to large jobbers, at least as far as possible, thus curtailing much expense in the way of traveling expenses, agents' commissions, and the like.

Three of the salesmen who are out with the new models are Messrs. Curtis, Fisher, and Meader. Mr. Curtis has opened an office and is installed as representative in New York City. Mr. Meader is in the west and Mr. Fisher is covering general territory.

There are many sterling features to commend the Snell wheel to the riding public next year, not the least of which is a handsome frame with gracefully tapered rear braces, flush head, and seat-post binders, improved bottom brackets, and yoke fittings, and on the high-grade pattern, especially, a frame with $2\frac{1}{2}$ -inch drop.

Much stress is to be laid on the yoke fittings and on the Snell patent two-piece crank. Models 20 and 21 are the gentlemen's and ladies' high grade, listing at \$50. Models 18 and 19 are the gentlemen's and ladies' medium or second grade, listing at \$40. The general points in the construction of the No. 20 model are: Flush joints throughout; $1\frac{1}{4}$ -inch seamless tubing; $1\frac{3}{8}$ -inch head tube; bottom rear stay tubes, $\frac{7}{8}$ -inch, D shape; upper rear stay tubes, $\frac{3}{4}$ inch; swaged tangent spokes; 28 inch wheels; Plymouth wood rims; adjustable or ram's horn steel bars; large forged sprockets; ball retaining devices to all bearings; $4\frac{1}{2}$ -inch tread; oval forged crown; external handle-bar and seat-post clamping device; Snell

patent two-piece crank; best quality Indianapolis specially hardened $\frac{1}{4}$ inch chain, white centers and blued B-pattern side links, highly polished; options on tires and saddles. Weight, all on, 24 pounds.

Model No. 21 has the same specifications with the exception of the upper and lower rail of the drop frame. The upper curve is $1\frac{1}{8}$ inches and the lower is $\frac{7}{8}$ inch, D-shaped. The ladies' model is fitted with Plymouth wood rims and dress guards.

Model No. 18 is flush-joint throughout, of $1\frac{1}{4}$ -inch seamless tubing; $1\frac{3}{8}$ -inch head; bottom rear stay tubes, $\frac{7}{8}$ -inch, D-shape; upper rear stay tubes, $\frac{3}{4}$ -inch; swaged tangent spokes; 28-inch wheels; Plymouth wood rims; adjustable or ram's horn steel bars; large forged sprockets; ball retaining devices to all bearings except the head; 5-inch tread; oval forged crown; 3 piece specially designed crank and axle device, doing away entirely with cotter pins; Indianapolis B-pattern chain; Newton Rubber Works, Spaulding & Pepper, or New Brunswick guaranteed tires; B. & W. or Garford saddles. Weight, 25 pounds.

The ladies' Model No. 19 has Plymouth wood rims and dress guards, with $1\frac{1}{8}$ -inch upper rail and bottom rear stays $\frac{7}{8}$ -inch, D-shape. Upper rear stays are $\frac{3}{4}$ -inch.

There is much similarity in all the models, though the difference in price may be easily accounted for by critical comparison of the high-grade and second grade machines when standing side by side. The Snell company has secured an early start on the season, and is confident of an unusually heavy year's business. There should be little dif-

REGISTERED
TRADE  MARK

REGISTERED
TRADE "FAUBER" MARK

100,000 Fauber Hangers for 1898.

TWO STYLES OF CRANKS,
TWO STYLES OF SPROCKETS,
TWO STYLES OF BRACKETS.

New Styles will be Covered by Design Patents.

We have licensed the following manufacturers to use one-piece crank-axes:

Acme Mfg. Co., Reading, Pa.
Barnes Cycle Co., Syracuse, N. Y.
Bean-Chamberlin Mfg. Co., Hudson, Mich.
Buffalo Cycle Co., Buffalo, N. Y.
Buffalo Wheel Co., Buffalo, N. Y.
Globe Cycle Co., Buffalo, N. Y.
Heinz & Munschauer, Buffalo, N. Y.
Keystone Match & Machine Co., Lebanon, Pa.
Konigslow, Otto, Cleveland, Ohio.
St. Nicholas Mfg. Co., Chicago, Ill.
Timmerman, O. W., Assignee, Little Falls, N. Y.
Union Cycle Mfg. Co., Highlandville, Mass.
Welland Vale Mfg. Co., St. Catharines, Ontario.

DROP FORGINGS CONCERNS

making one-piece cranks for other than licensed parties will be held liable for infringing and damages.

DEALERS

are warned against handling bicycles infringing our patents.

W. H. FAUBER,

70-74 W. Jackson St., - - CHICAGO, ILL.

Mention Bearings

faculty experienced in disposing of the entire output at the prices quoted.

ROTARY POLISHING MACHINE.

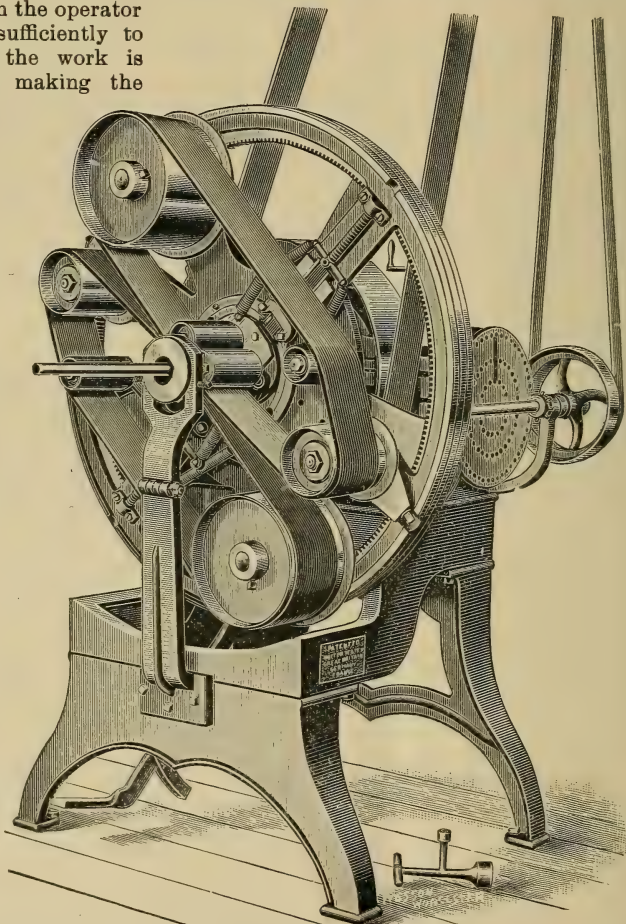
Perfection in automatic polishing machines appears to have been reached by the Drapery Fixture Co., Worcester, Mass., for the machines which the company has prepared for the '98 trade are as fine as it is possible to make for this purpose. The rotary polishing machine has its boxes so provided that all wear is taken up, and with self-oiling bearings, combines convenience with durability. The finishing belt's surface, which may be of any desired grade of abrasive, from the finest rouge to the quickest cutting emery, is applied to the work in the equivalent of 10,000 feet of three-inch belt per minute, and produces a very fine and even finish. Two or even more machines can be operated by one attendant, as the speed can be adjusted, while after the stock is once entered to the feed rolls no further effort is required from the operator until the piece is advanced sufficiently to admit another piece. Thus the work is carried forward for hours, making the machine the acme of efficiency and economy.

In the rim machine, bicycle frames, tubes, and rods are polished to perfection, as they can be readily introduced into position and held there, while the belts are carried automatically around the work, giving it a high and even finish. Rims are also polished, and when the attachment is removed, the machine can be used for polishing frames, forks, and handle-bars. A piece of work can be finished in a minute, and one man can operate several machines. The work is fed in either direction through the rolls, which adjust themselves automatically to any size within the range of the machine. There is one finishing belt, running at high speed continually while working, regardless of the varying cross-sections of the work operated upon. This can be removed or replaced in a moment without the use of a jack or screw. Adapted for either metal or wood, and, with attachments, able to finish rims and

handle-bars with great rapidity, it is a machine that the makers may well be proud of and one which the trade is certain to take an interest in for it is almost indispensable in the cases where it is required. The floor space needed for them is but 30x45 inches.

THE WILLITS HUB BRAKE.

The Willits rear-hub automatic brake, made by the Hay & Willits Mfg. Co., of Indianapolis, was invented to meet the demand which unmistakably exists for a powerful and effective brake. The mechanical construction of the brake is such that it is practically indestructible, and one of the greatest points in its favor is the fact that it does not in any way detract from the appearance of the wheel, being contained entirely within the heretofore unused space between the bearings in the rear hub. The fact that the Willits brake is entirely within the rear hub is a great advantage, as



The rotary polishing machine.

it is protected from all dust and grit. The barrel hub makes it possible to put this brake inside without in any manner interfering with the running or wearing qualities of the bearings.

The brake is set by a slight reverse motion of the cranks, thus imparting a reverse movement of about three-eighths of an inch to the rear sprocket, which, in turn, actuates

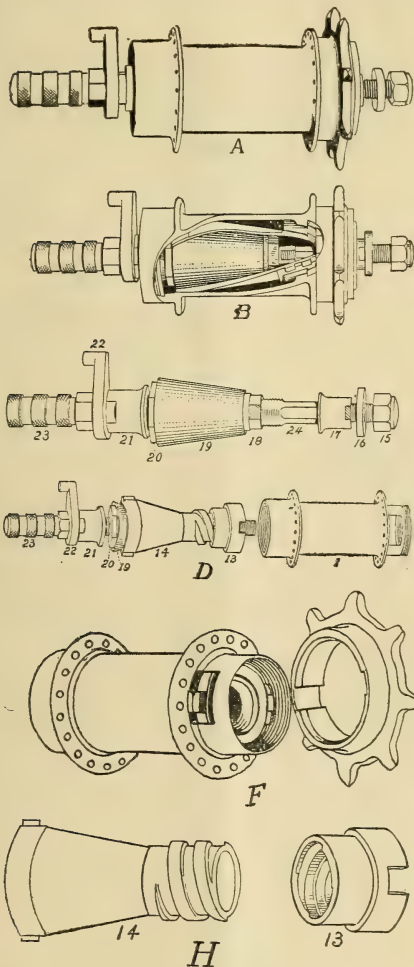
Therefore, one can set the brake at the top of a hill and coast the same as with the ordinary spoon brake, with the important exception that he has his hands entirely free to be used in steering the machine. The brake can be applied to any machine, it being necessary, however, to remove the old hub and put in the hub containing the brake. No change is necessary to the crank-shaft mechanism or to the chain as the Outing company is provided with cutters for the various makes of chains, and furnishes rear sprockets containing 7, 8, 9, and 10 teeth, cut to fit any chain now on the market. In weight the brake is lighter than the ordinary spoon brake. It applies the retarding motion at the same point where is applied the driving force. The accompanying cuts give a fair idea of the brake. The one marked A is a rear hub containing the brake and showing it complete and ready to be assembled in a machine. The cut marked B shows the same hub with the outer shells cut away, disclosing the mechanism of the brake. The cut without a letter on it, which should be C, shows the axle and a fiber washer thereon, over which comes the sleeve (cut H) in order to produce the friction necessary to stop the machine. Cut D shows a sectional view of a hub and the entire method of attaching the sprocket to the hub and of transmitting power to the actuating nut inside the hub, which nut applies the friction to the stationary cone on the axle. Cut H shows the actuating nut and friction sleeve.

A number of prominent factories in America have already signified their intention of equipping their outputs with this hub, and we have the assurance from many of them that this brake will be supplied when called for by customers. The brake will not only be furnished to manufacturers, but will be sold to retailers and jobbers, and it is also proposed by the company to furnish rear wheels, complete with hub containing the brake, ready to set into the frame. All that is necessary in order to secure this wheel and brake is to furnish the name of the wheel for which brake is wanted. By this method the rider will have two rear wheels, and, owing to the fact that the company's sprockets on the rear wheel are easily detachable, he can, by ordering either a 7 and 8, or an 8 and 9, or 9 and 10-tooth sprocket, have a variety of gears for different kinds of work.

Patents on this brake have been allowed.

IN NEW QUARTERS.

The office force of the Grant Ball Co., Cleveland, got into their quarters at the new plant last week. Most of the machinery



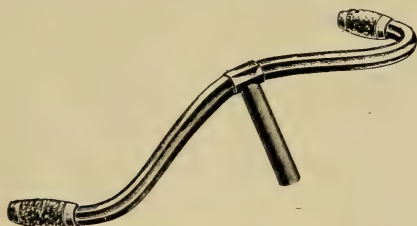
a nut inside the rear hub, which causes a conical metal sleeve to engage a vulcanized fiber cone fitted immovably to the rear axle. The result is that the rider is brought to a standstill slowly or quickly, according to the amount of back pressure applied to the pedals.

One of the important features wherein this brake surpasses a great many on the market lies in the fact that no springs whatever are used in its construction, and when the brake is once set the friction remains until the forward pedaling is resumed.

is in place, and orders are coming in in a satisfactory manner. Five orders for balls for export were received last week up to Thursday, and this is doing well for a new concern. The grinding room is running until nine o'clock every evening except Saturday; the inspecting room is in good running order, and shipments are being made daily. The case-hardening department at the new plant is a feature worthy of especial mention, as it is said to be as scientifically complete as any in the country. A recent contract from one of the larger bicycle factories is for from 10,000,000 to 12,000,000 balls, to be delivered as ordered.

NOVELTIES IN BARS.

"A stylish bar makes a stylish wheel" is the motto under which the Chicago Handle-Bar Co., 30 32 Market street, Chicago, is making progress by great leaps and bounds in the handle-bar and seat-post trade. In two years it has grown from a small concern starting in with about 1,200 feet of tubing on hand to its present capacity of 2,000



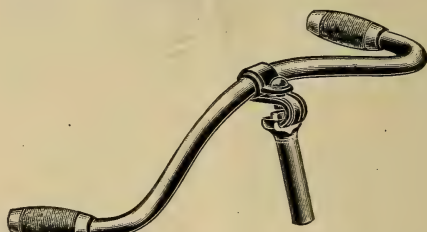
The Schinneer bar.

handle-bars per day, with a handsome lot of contracts already in hand for '98 bars amounting in the aggregate to a total which can be expressed only by six figures. Although the capacity of the plant is just now being tripled by the purchase of new machinery and the leasing of additional manufacturing space, the company has enough orders on its books to keep it busy for a year. One fine order is from Hibbard, Spencer, Bartlett & Co., who specify that more than two-thirds of their order shall be for bars of the Schinneer type, illustrated herewith.

"We have copyrighted Schinneer's name as a trade-mark," said G. W. Webster, president and treasurer of the company, "and we think we have a cinch on it. It was we who started the movement for wide bars in Chicago with the Schinneer bar, and you can see what a demand there must be for them by the number you see on the street. They are made in both the round and octagonal tube. We make forty-five different styles of bars but the largest demand at present is for the Schinneer type."

Another novelty in bars for '98 is the company's new anti-vibration spring bar, here shown. The feature of the bar is the crucible steel spring interposed between the stem and the bar to absorb all vibration communicated by inequalities of the road. There is no lateral twisting to the spring to interfere with steering and an upward pull on the grips only serves to stiffen the spring, which,

however, springs downward readily under pressure. The bar is adjustable, being clamped in the circular portion of the spring by means of the small bolt and nut shown, and may be readily reversed by removing one of the grips. The base of the spring is seated in a flanged head of the stem, where



it is held immovably by an internal bolt, which may be of the expander type, and an external nut. The very best material and workmanship are employed in these bars, and they are expected to become very popular with that large class of riders who desire an anti-vibration bar which shall not present a freakish appearance. A. G. Spalding & Bros. and Hibbard, Spencer, Bartlett & Co. have requested that samples be submitted them with a view to placing orders. Beside furnishing these bars complete, the Chicago Handle Bar Co. intends also to sell the stems and springs separately, since the spring clamp fits any standard adjustable bar, and many manufacturers prefer to use bars of their own bending.

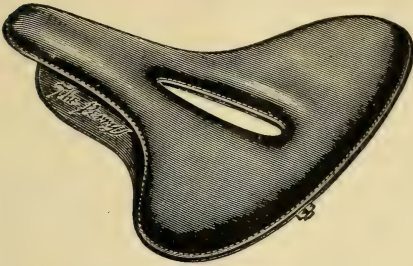
PERRY PNEUMATIC SADDLE.

The Harris Toy Co., of Toledo, Ohio, maker of the Perry pneumatic saddle, which established such a favorable reputation during the past season, is now out with its models for the coming season. The company offers the riding public this year three sizes each of gentlemen's and ladies' saddles and claims that with this range of sizes every rider of a bicycle can be satisfied. The No. 3 ladies' and gentlemen's saddles, as shown by the illustration, are intended for extra large bicycle riders, and the Harris Toy Co. claims that this saddle will be found most satisfactory for such class of riders.

The construction of the Perry pneumatic

saddles for 1898 varies only slightly from that of '97. The patterns as adopted for '97 are so generally satisfactory that only slight changes were necessary to remove objections. The Perry saddles will be covered with a particularly fine quality of leather and will be furnished in ox blood, coffee, and black colors.

The past season has been a very successful

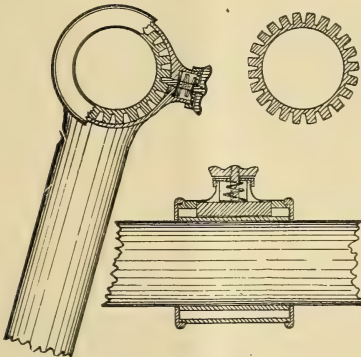


one for the Harris Toy Co., and it goes into the season of '98 with the assurance that it is offering the saddle which the public wants and that its business therein will be very large.

The No. 1 and No. 2 ladies', and No. 1 and No. 2 gentlemen's saddles will sell at \$4 each. The No. 3 ladies' and gentlemen's will sell at \$5 each. The depot in New York City will be in charge of R. L. Woodrough, the Chicago depot remaining in the hands of C. E. Durborow, 179-181 East Lake street.

THE RIDGWAY BAR.

The Ridgway instantaneous adjustable handle-bar, made by the James H. Burt Mfg. Co., Springfield, Mass., has advantages that will commend it to the rider and the



trade. Of course, its main feature lies in the fact that it can be lowered or raised without dismounting. In principle the device is two barrels or cylinders, one revolving within the other. The inner barrel is made fast to the wood or metal handle-bar, and is provided with longitudinal slots,

while the outer barrel is made fast, or is rather, a part of the stem of the bicycle, and on this barrel is a small boss, in which is a bolt. This bolt engages in any one of the slots on the inner barrel, and when withdrawn liberates the barrel and allows the handle to be lowered or raised to the desired position. As soon as the bolt is released, a spring causes it to again engage in one of the slots of the inner barrel, firmly locking the bar. For scorchers, racing men on the track, and for riders of any class, it is invaluable, for the changing of position on the wheel is necessary, especially when on a long journey. It permits of the rider being always in a comfortable and natural position, and as there are no intricate parts to get out of order, the first expense is the last. Prices and discounts to the trade can be had for the asking.

INCREASED SPROCKET CAPACITY.

The Parish & Bingham Co., of Cleveland, Ohio, whose cold pressed sprockets are now known from one end of the country to the other, is putting up a two-story addition in the rear of its present plant that will enable it to increase its output three-fold. This move is an absolute necessity as the company is utterly unable to take care of its rapidly growing business with the present facilities. Quite recently an order was taken from a well-known factory for 50,000 sprockets. This is supposed to be the largest single order for sprockets ever given in this country. The firm numbers among its customers some of the largest and best known bicycle houses in the world and is adding to the list constantly. So far as regards the size of sprockets, the majority of orders are for 21, 23, and 25-tooth, in assortment, or 20, 21, and 22-tooth, the first named predominating. Some are made with as many as thirty teeth, but these are on special orders and considered too large to keep in stock. The 8 and 9-tooth rear sprockets seem to have the preference, though quite a number are ordered as high as 10-tooth. The 7-tooth variety is practically a thing of the past.

A NEW CLEVELAND CONCERN.

The Lambeth Bicycle Saddle Mfg. Co. was incorporated last week in Cleveland, Ohio, by M. M. Hobart, J. C. Lowe, A. B. Foster, and A. A. Clay. The company will handle the output of a concern of the same name at Denver, Colo., which has been in the saddle business a number of years, but whose output until recently consisted of saddles for horses only. At present, however, quite a number of bicycle saddles are turned out, and the company claims that it holds

patents which control the making of all saddles with a sheet steel foundation, or tree, and that two thirds of the bicycle saddles made today are infringements.

The date of the patent is May 18, 1886, and it was granted on a horse saddle, but the claim is made that it covers the bicycle saddle as well—in fact, anything in the shape of a saddle made in this way. The whole point hinges upon the following extract from the patent: "A saddle deck consisting of a single sheet of steel stamped or pressed into the configuration of a saddle seat and adapted for attachment," the last three words, "adapted for attachment," is the strongest point in the claim. Mr. Foster, of the local concern, is authority for the statement that the claim will be pushed for all it is worth. A number of prominent makers of saddles of this character have been notified that they will be held responsible for all goods manufactured under this grant, and it is highly probably that some interesting litigations will result. The company's line is all of this one style, varying in weight from eight to eighteen ounces.

In addition to the saddle business, the company will manufacture a bicycle stand and a wrench used for attaching and detaching sprockets, which specialties were made by the *Ætna* company, and the Acme ventilated spring grip, made by A. B. Foster & Co., both concerns being of this city. In fact, the Lambeth company is the successor of the two. The recently elected officers are as follows: A. B. Foster, president; W. E. McGorray, vice-president; M. M. Hobart, secretary; John C. Lowe, treasurer, and D. M. Osborn, sales manager.

THE '98 OLIVE.

The Olive Wheel Co., of Syracuse, New York, is ready with its 1898 models which are shown in unique style in an advance leaflet in which little is said and much shown as to the real constructive features of the new model. They embody all the recognized up-to-date features of cycle con-

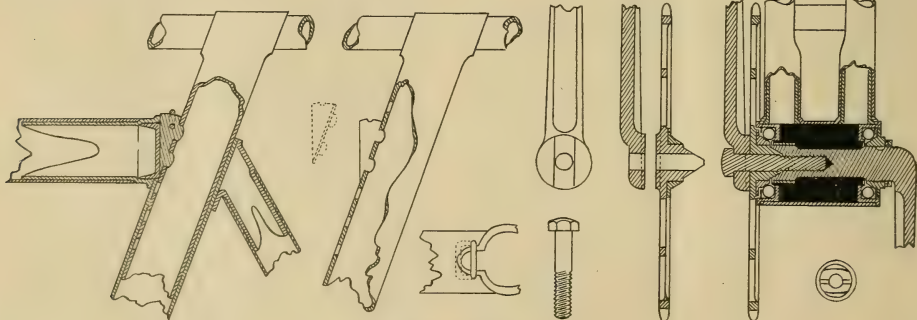
struction while several features are distinct advances in the march of progress, including a new style of two-piece cranks and shaft with detachable sprocket wheel, a new seat-post adjustment, which is both simple and positive, ball retaining bearings, flush joints, three-piece bridge crown, adjustable handle-bars, and large sprocket wheels. The cuts shown herewith are selected from the advance catalogue of the company and make clear the details of construction without any explanation.

ANOTHER IVER JOHNSON DEAL.

It is currently reported that the Iver Johnson's Arms and Cycle Works has about completed arrangements for the lease of a large warehouse and offices in the hardware section of New York City. If such is the case, it is but another example of the thoroughly progressive spirit which animates this concern. The bicycle and firearms trade would doubtless welcome such a valuable acquisition to its already large representation of successful manufacturing interests.

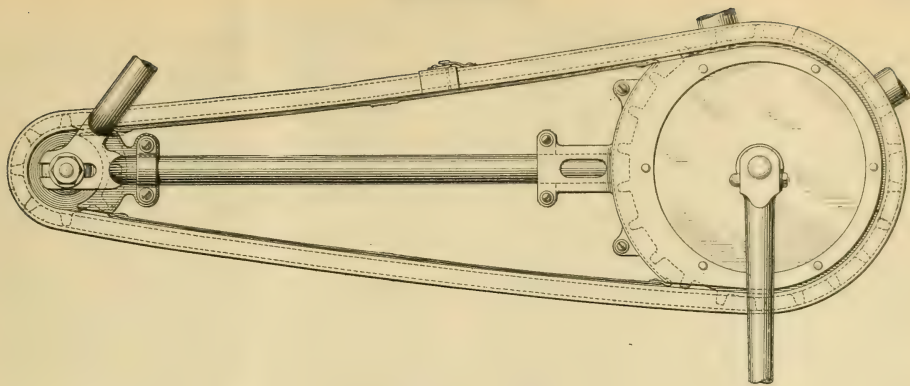
THE CUNNINGHAM SADDLE.

W. C. Cunningham, of Rochester, N. Y., is the manufacturer of the Cunningham saddle, for which many claims are made.



Olive features.

It conforms exactly to the rider, allowing freedom of action and not binding or interfering with any movement. It will not spread or sag under the heaviest rider. It is perfectly flexible, and, it is said, will never draw out of shape. Every saddle is made by experts, and only the very best



The Myers chain protector.

material enters into them. The top is made of the best quality oak tanned leather, light enough to be elastic, with a lasted leather stay beneath, relieving the top piece of all strain. The cantle is made of hickory, bent to the shape, and securely laced with strong leather lace. The springs are of the finest grade of steel, the clips being dropped forgings. All metal work is highly polished nickel. The leather is beautifully finished, stamped, and creased, and withal the Cunningham saddle is attractive and beautiful, besides possessing so many other good points.

BECKLEY & RALSTON CO. REMOVES.

The Beckley & Ralston Co., manufacturers of Gordon saddles and agents for general sundries in the cycle line, removed last week from 132 Lake street to 161 Lake street, Chicago, where more commodious quarters are available for its growing business. The company is just getting to work on its 1898 catalogue. It will handle only such cycle sundries and accessories as are made by responsible manufacturers of the best material and which have been fully tested. For such goods it is constantly open to propositions from makers.

NOVEL CHAIN COVER.

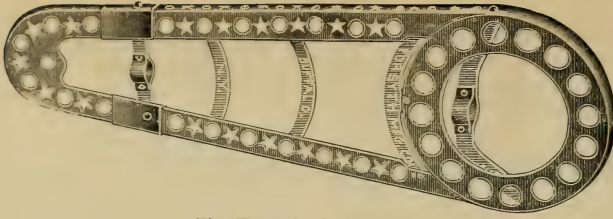
A novel chain cover, and a new departure from those in use, has been perfected by F. Myers, Gerken building, New York City. Heretofore chain casings have been constructed to house in the chain and sprockets. When thus formed, the space within such casings must be sufficiently large to allow the chain to revolve freely therein, and also to allow for the sag of the chain. In the invention of Mr. Myers, the casing, or protection for the chain, runs with it. He claims that with his new method there is no chance of the chain catching and there is no more friction. The front sprocket has attached to it, on either side, a transparent

disc so that the sprocket is visible. The chain is covered over the top and sides with a flexible material, usually rubber, of the proper form, and which will adjust itself to any ordinary length of chain and travels with it when in motion. The upper face of the lower chain and the lower face of the top chain are closed by flexible stationary strips, suitably formed and attached to the casings, which cover the rear teeth of the front and rear sprockets. The device weighs about seven ounces and can be attached to any wheel, while it can be made to sell at a moderate price. It has been patented in the United States and other countries.

THE NEW WHITES.

Five models of the '98 White were placed upon exhibition at the company's Cleveland retail store early last week. Of course, the chainless was the drawing card and it certainly is a beauty. As it is made under the patents of the Pope Mfg. Co., the gearing is the same as in the Columbia, but there the resemblance ceases and the machine is distinctively White. The model upon exhibition is practically hand made, as some of the necessary machinery used in its construction is not yet in place.

Model AA, the racer, although closely resembling the '97 model, has many points of improvement. The rear stays and forks are made of oval tubing which present a neat appearance. Three-piece cranks are used, the cranks being fastened to an octagonal axle with lock nuts. The crank-hanger bearings are inclosed in a sleeve with an adjustment in the center, making, it is claimed, bearings that are absolutely dust proof. One of the best features of the wheel is a reinforced fork-stem, insuring great strength at a point where it is needed. The front and rear axles are furnished with blind nuts, giving a smooth, finished appearance. White will be the prevailing color of finish, relieved by a fine stripe, but other



The Forsyth chain guard.

colors will be furnished also. Large sprockets will be the rule, running as high as 10-tooth rear and 26-tooth in front. The new "scorcher" pedal is an option with this wheel. This is really but half a pedal, as only one side can be used. It is provided with a light steel spring clip, which, while it is not a part of the pedal, is secured in such a manner that it is perfectly firm and rigid. The tread is $4\frac{3}{4}$ inches and the hanger has a $2\frac{1}{4}$ or 3-inch drop, as desired. The weight is 21 pounds and height of frame 23 inches only. List price, \$65. This model is also furnished with mud guard for a ladies' diamond frame.

Model A, the regular roadster, is identical with the above, except that it is built somewhat heavier, weighing $23\frac{1}{2}$ pounds, has a $1\frac{1}{2}$ -inch drop, and is furnished in 22, 24, 26, and 28 inch frames. The list is the same.

Model B, the drop frame, is provided with a plain aluminum chain guard, enameled the same color as the frame, instead of wood, as used this year. Specifications are the same as Model A. Price, \$65. A cheaper grade will be ready for the market in a short time, but the price has not yet been decided upon.

THE IMPERIAL ABROAD.

With a view to enlarging its present foreign constituency, which, by the way, has already assumed most desirable proportions, the Ames & Frost Co., of Chicago, has completed arrangements with several salesmen thoroughly conversant with European bicycle trade requirements, whereby the Imperial product will be brought to the personal notice of all the prominent dealers of England and the continent. These travelers are all well versed in the languages of the countries which will comprise their territory, and with a full line of 1898 models, all chain driven, will leave in about two weeks for the field of action, with catalogues and other advertising matter, printed in the leading foreign languages, which will be distributed from agencies and branches in the large cities. It is evident that this plan, together with a unique and effective method of foreign advertising, devised by John C. State, advertising man and superintendent

of agencies, will be productive of good results, and do much to heighten the popularity of Imperials in the old world. A full description of the Imperial line for 1898, together with prices, will be announced in these columns in the near future.

THE FORSYTH CHAIN GUARD.

The Forsyth Mfg. Co., of Buffalo, N. Y., is making chain guards of sheet steel. The guards are made in sections to eliminate the metallic "twang" so noticeable in many one piece metal chain guards. The new guard is adjustable in length and can be put on any wheel in the market. The Forsyth company is now on work on its' 98 catalogue which will be ready for distribution by November 1.

CARRIES EVERYTHING.

Of course a cycle fittings establishment is supposed to carry everything for a bicycle, but all of them do not, and when one is found like the International Cycle Fittings Co., 74 Reade street, New York City, where nothing is wanting to make it complete, it is a place for makers and dealers to remember. Four floors contain all the needed articles for a bicycle from a frame to a nipple. It is the headquarters for chains, balls, and the well-known Criterion hub, of which the company is the sole maker, and which is meeting with such success in the trade. This hub has a ball retainer, which is perfection itself and which must be seen to be appreciated. The ever pleasant S. S. Pakas is certain to give satisfaction to all who may give him a call, while a postal will bring full information of the complete stock, which has so few equals.

AN IMPROVED SOLUTION.

Mr. Fletcher, of the Ohio Electrical Works, was in rare good humor the other day over a very recent discovery that is practically the elixir of life to the electric bicycle lamp.

"Our main trouble until now," said Mr. Fletcher, "was to make a solution that would run our lamp long enough, without recharging, to satisfy customers. Three and a half hours was about the limit, and that was

hardly enough. We have tried for two years to better this but without success, and some big lights have had a try at it, too. The other day I asked Professor Burwell, of the Cleveland laboratory, his opinion. He looked over our formula and said it was all right, as far as it went, but what it needed was a little common table salt. We tried the experiment, but, I must admit, without much faith. The result was really wonderful, for it has doubled the life of the solution and we can now guarantee at least seven hours of constant light without recharging. We might make a secret of this, but such is not our intention; we prefer to give it to the public and expect benefit, of course, for our lamp. You may print it in Bearings, if you like, for the fluid is good for any battery. It is made in the following proportions:

- "2 quarts of water,
- " $\frac{1}{2}$ pound bichromate of potash,
- "1 ounce bisulphate of mercury,
- "12 ounces, by weight, of sulphuric acid,
- "2 ounces of salt.

"Dissolve the potash, salt, and mercury in the water and then add the sulphuric acid; stir well when making and before using.

"In shipping a lamp, the potash and mercury go with it; the rest of the ingredients can be easily obtained almost anywhere, and you have an electric light at a cost not to exceed two cents a night. A small pitcher, marked inside for the proper amount of fluid to use for a charge, is also sent. Now that this vexing problem has been successfully disposed of, we shall pay more attention to the outward appearance of our lamp and make improvements wherever it is possible.

CLEVELAND MACHINE SCREW CO.

By the courtesy of Col. A. L. Moore a Bearings representative was enabled to see the inner workings of the stamping plant of the Cleveland Machine Screw Co., of Cleveland, Ohio, or, as it was known a short time ago, the A. L. Moore Co. The busiest class of manufacturers in the country at present are probably the makers of bicycle material and parts, and the above named plant is no exception. Every department is working to its limit and the big presses are turning out parts by the bushel. To the large and well known line has been recently added a butt flush hanger, a butt and lap flush hanger, a seat-post and handle-bar expander, an arched fork-crown, and the '98 pattern flush-joint lugs.

One of the new styles of hangers is particularly worthy of mention as it is the first of the kind ever turned out. On the under side is a longitudinal slot, running the entire length, which is sufficiently wide to permit

the insertion of a one-piece crank and axle. This design is similar to the one used upon the Phoenix wheel last season except that a drop forging was substituted for the stamping. This hanger is also provided with lugs for clamping the bearings and case into position, a feature which has never before been accomplished in a sheet metal stamping. The shape of the piece of metal from which this hanger is made, before it is put into the press, is something indescribable.

The company is at present making more than eighty different crank-brackets for as many manufacturers, and each of course requires some difference in the dies.

The arched fork-crown is another new feature which is entirely original with this concern. Instead of the ordinary raised lug over which the fork-stem is brazed, the new crown has a depression into which the stem is inserted. The hole is about $1\frac{1}{2}$ inches in depth and has a closed end which retains the brazing spelter when the stem and crown are joined.

The new one piece head, introduced only a short time ago, has made an instantaneous hit and is already in great demand.

The annealing and tempering departments are the pink of perfection. The ovens are claimed to be the largest ever constructed for this purpose, their capacity being three times that of any other similar plant in the country. The ordinary boxes used for packing parts for annealing and tempering, which hold about 100 crank-hangers, were found to be altogether too small to keep pace with the presses, so others having a capacity of 850 hangers were ordered. This step was really of the nature of an experiment, as the designers were of the opinion that they would be altogether too large for practical purposes, but they work to perfection. These huge boxes are too cumbersome to be handled in the usual way so they are placed upon steel carts and wheeled into and out of the furnace. Then they go into a recently constructed room, 46x60 feet, open upon two sides, which is called the cooling room. The different parts, when they came from the presses, were formerly handled in barrels, but this was found to be too unhandy and slow and 600 carts, a part of which is already in use, have been ordered for this purpose. As an order leaves the presses, it goes to the inspecting room, where it is transferred, piece by piece, into another of these handy wheeled vehicles, where it remains, in the storeroom, until shipped.

There is also an experimenting room, upon the third floor, in charge of an expert, and everything new goes through his hands for severe tests before its final adoption.

"Here," said Colonel Moore, "is a leak which we can not stop; it's all pay out and nothing coming in." In a small room about 14x20, on the second floor, all the dies are kept, and the value of these, in this little room, is over \$30,000.

Ten new presses were last week added to the already large number in use, and seven new screw machines are expected at the plant by November 1. The elevators are practically upon the outside of the building so that in case of fire there could be no spread from floor to floor by way of the shaft.

At a meeting of stockholders a few days ago the following board was elected:

A. L. Moore, president; M. B. Johnson, vice-president and board chairman; J. D. Climo, secretary and treasurer; J. B. Clyne, superintendent; John Grant, mechanical engineer. Directors, J. D. Climo, J. B. Clyne, M. B. Johnson, H. H. Johnson, A. L. Garford, E. H. Jordan, and A. L. Moore. At this meeting, at four o'clock, Wednesday, it was decided to increase the capacity of the plant by the erection of a three-story duplicate factory at once. At eleven o'clock, Thursday morning, the contract was let and at one p. m. the same day ground was broken and the work under way. The new building is to be of brick, 46x161 feet, and is to be finished by the first day of December. Pretty quick work, indeed, but it will be completed on time, for the contract specifies that work must be continued at night also, by electric light, if it is necessary. The foundation is to be of concrete.

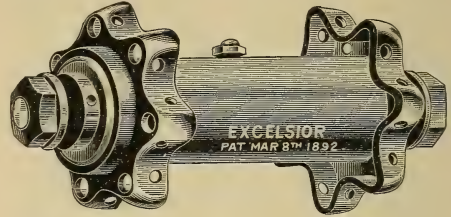
As regards machinery for the equipment of the new addition, the contractors were upon the ground and everything will be in readiness to put in when the roof is on. The old press room is to be duplicated exactly, as is also the tool room, thus doubling the already immense output. A new 400-horse power engine, of the Cooper-Corliss type, has been ordered and will be located midway between the two main buildings, with belts running right and left into each. The new annealing room is to be 51x95 feet, and there is also to be a case-hardening room which is to be built by the latest improved methods as approved by two of the leading schools of applied science.

The plant is still under the oversight of Mr. Moore, although he divides his time with the general offices of the Cleveland Machine Screw Co. and the offices of the A. L. Moore Co., in the Garfield building.

EXCELSIOR HUBS.

Charles F. Stokes & Sons, 56 Fifth avenue, Chicago, are marketing the well-known Excelsior hub, in which direct tan-

gent spokes are used. In speaking of the advantages of direct tangent spokes, the Stokes catalogue says: "Direct tangent spokes when used with rigid connections are but little better than the old style of bent spoke. They are almost as liable to break as there is absolutely no elasticity, besides the danger of breaking off the lug through which the spokes pass. This is impossible with the Excelsior. The pro-



jecting flange, which is pressed from the very best quality of sheet steel, is sufficiently elastic to protect the spokes and prevent breaking, yet sufficiently strong to withstand any possible strain." The Excelsior hub has a record of never having been broken, and was the only hub that received special commendation and a medal at the World's Fair. The Sterling Cycle Works has used this hub for years, making it one of the features of its wheels. Stokes & Sons are prepared to furnish prices upon application.

BAYVELGERE BICYCLE CO.

The Bayvelgere Bicycle Co. has recently been incorporated under the laws of the state of New Jersey. It has secured sufficient capital for its needs and has at its command whatever may be necessary to carry out its contracts. It is the owner of the patents of F. H. Richards covering the construction of the bicycle known as the Bayvelgere. As soon as satisfactory arrangements can be made for the making of these bicycles they will be put upon the market. The Bayvelgere Bicycle Co. has no connection whatever with the Bayvelgere Cycle Co. of New Jersey.

HODGMAN COMPANY'S PRODUCT.

In a neat little circular, the Hodgman Rubber Co., 459 Broadway, New York City, tells of its product for '98, including the famous tire bearing the firm's name and a complete line of tire sundries. Hodgman tires A and B will be the company's leaders for next year, although it will have a number of different styles. The product is so well known that praise of it is unnecessary. In the sundry line the firm has one of the most complete products on the market. Cement, solution, tape, plugs, and

all tools needed for the repair of tires will be marketed next season, and the fact of their being from the firm of Hodgman is a guarantee of the quality. One of the specialties is the Hodgman brush top rim cement, which is certain to prove a popular and rapid seller. It affords the simplest and most efficient means for the application of a cement that has a national reputation. The tube contains enough to cement a pair of tires to the rims, in a manner that will be far in advance of former methods. Prices and one of these circulars should be in the hands of all the members of the trade and can be obtained upon application.

RAGE'S ARMS AND BODY REST.

To make long distance riding easy, the body rest here illustrated was invented by J. C. Rage, Dayton and Center streets, Chicago. It consists of a clamp adjustable on the top bar and carrying a spring steel rod bifurcated at the top and attached to two circular pads of leather stuffed with



hair. The body of the rider rests on these pads, one pressing against either chest in such manner as to afford the greatest support without interfering with full and regular respiration. The device has been put to conclusive tests in a number of century rides over the Elgin-Aurora course the past season, and the inventor expects to begin the manufacture of the article the coming winter. The rest complete weighs but twenty-four ounces.

FLOURISHING FALL TRADE.

Manager Thorsen, of the Chicago Tip & Tire Co., 115 Lake street, states that trade in bicycle sundries has been most remarkable during the past summer and this fall. Even at this late time of year orders are almost daily received from makers for hangers, chains, handle-bars, grips, saddles, and the hundred and one accessories in which this concern deals. Last Saturday, the company was in receipt of an order for 1,000 grips from the Milwaukee Engineering Co., and

orders for chains in lots of 100 are of frequent occurrence. The Fanning Cycle Co. has on hand orders for about 4,000 wheels of '97 models to be built this fall and has sent to the Chicago Tip & Tire Co. for large quantities of fittings. Where all these wheels are to go is a mystery to Manager Thorsen, but there is no doubt that these late purchases are vastly benefitting the sundries dealers. The Chicago T. & T. Co. is doing a flourishing fall business, not only through the main store, but through all the following prominent concerns which are acting as agents for its various sundries: Snell Cycle Fittings Co. and Toledo Machine & Tool Co., Toledo, Ohio; U. S. Projectile Co., Brooklyn, N. Y.; Indiana Novelty Mfg. Co., Plymouth, Ind.; Ferrite Cycle Fittings Co., Racine, Wis.; Bonsilate Box Co., Hartford, Conn., and the Elastic Tip Co., Chicago.

A CURIOUS SOUVENIR.

A most interesting and very practical memento of a long ride is the extra large silk handkerchief bearing the postmarks of all the cities on the route between Los Angeles and Chicago, which is carried by E. R. Taylor, who passed through the Windy City, October 26, on his way from the Pacific to the Atlantic coast. He left Los Angeles in July, passing through San Francisco, Ogden, Denver, Omaha, and Des Moines. When he arrived in Chicago his handkerchief bore the postmarks of nearly 225 cities and towns, and by the time he reaches Boston will contain almost as many more, the square yard of silk cloth being completely covered with them. From Boston, Taylor will ride through the southern states and back to California by next summer. He rides a Hoffman wheel and tough-tread tires, and makes affidavit that he has had only one puncture in the 3,335 miles he has so far ridden, 1,100 of which were along the railroad tracks.

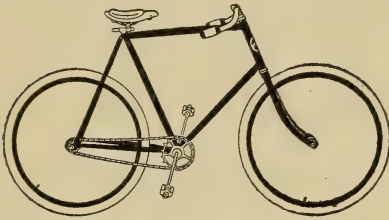
WILL CATER TO JOBBING TRADE.

The Glidden Specialty Co., of Cleveland, will drop a part of its former large line of sundries for next year's trade and will confine itself to the manufacture of liquid and solid tire cements, rubber cements, and enamels. A low-priced quick repair tool for single-tube tires will also be included in the '98 line. The company will cater to the jobbing trade exclusively, adopting a thirty-day credit term with privilege of a good cash discount. The putting up of small tubes of cement will be discontinued altogether, the smallest size being 1x4 inches. In enamels, both air-drying and baking, the concern will confine itself to six colors—black, white, maroon, orange, Brewster green, and royal

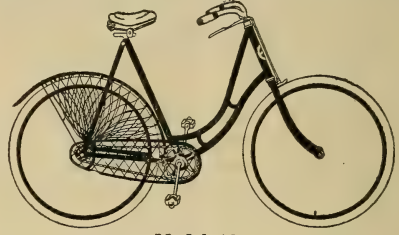
blue. These goods will be put up in $\frac{1}{4}$ -pint cans, the most convenient form for the jobber. Enough raw material has already been bought to carry the company through the whole season, unless trade is unusually good, and the firm is prepared to quote lowest prices to jobbers. Several contracts from large dealers, both east and west, have already been closed.

POPE COMPANY'S LINE.

The Pope Mfg. Co.'s 1898 line will consist of fifteen models, including the Columbia chainless for men and women. The chain



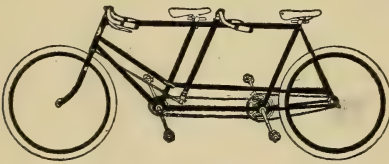
Model 45.



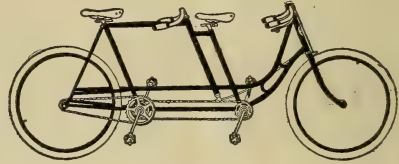
Model 46.

wheels are headed by Columbia Models 45 and 46 for men and women. These wheels show no material change from the corresponding 1897 models, except in refinement of detail and up-to-date equipment. The

are comprised in Models 47 and 48. They are of the same general design of the 1897 models, except that it has been deemed advisable to have the frame connections of the external joint type. The same options



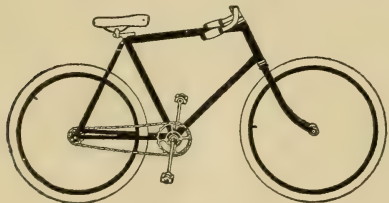
Model 48.



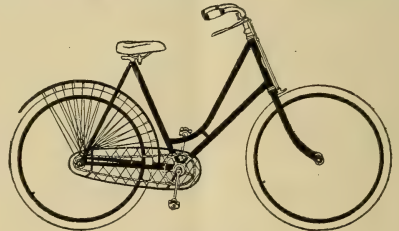
Model 47.

frames are again made of the famous five per cent nickel steel tubing, which adds unequalled strength and rigidity to them at a minimum of weight. They have the same flush joints of proven strength, the same

as to saddles, handle-bars, and other equipment are given as on Models 45 and 46. In the light, refined Model 49, the road or track racer finds a machine well suited to his



Vedette 17.



Pattern 8.

crank-shaft mechanism, and the Columbia self-oiling chain with felt pads in the blocks to retain the oil. The running parts throughout have oil-retaining bearings, and are proof against dust and dirt. The sprocket wheels, both front and rear, are detachable so that a change of gear from low to high or vice versa can be made at any time. One

needs. This model with an 8-inch steering head, 3-inch drop at the crank-hanger, and upper center tube parallel to the ground, has the rakish appearance which has become so popular in this type of machine. It is equipped with the Columbia adjustable ram's horn racing bars and racing saddle. The regular gear is 77 with an option of

higher or lower gear. It is regularly equipped with 1½-inch No. 80 Hartford single-tube tires, with an option of 1¼ or 1½-inch Hartford racing tires, or 1½-inch Dunlop double-tube tires. Weight, 20 pounds.

The Hartford Patterns 7 and 8 are built of Pioneer fifty per cent carbon steel tubing. They are of the same general construction as the 1897 models, except the crown-fork, which is entirely new and adds greatly to their strength and pleasing appearance. These models are regularly equipped with the famous Mesinger saddles with an option of the No. 17 Garford saddle. The wheels are fitted with No. 77 Hartford single-tube tires with an option of Dunlop double-tube tires. They have, like Columbias, oil retaining bearings with the absence of oil holes and with felt washers preventing the entry of dust or dirt into the running parts. Patterns 7 and 8 Hartfords are finished in black enamel. Hartfords Patterns 9 and 10 are the same as Patterns 7 and 8 with the exception that they have 28-inch wheels.

The Pope company places upon the market for 1898 a new wheel consisting of four Patterns, two with 26-inch and two with 28-inch wheels. The Vedette Patterns 15 and 16 are strong, durable, and handsome machines, built to satisfy the demand for a good wheel at a popular price. They are regularly finished in black enamel with option of maroon with decorations. Steel or wood handle-bars are optional. No. 17 Garford saddle and 28-inch wheels fitted with Hartford single-tube tires are the regular equipment. Vedette Patterns 17 and 18 are identical in design, construction, and equipment as Patterns 15 and 16, but have 26 inch wheels and 18-inch frames.

The scale of prices for the Columbia 1898 line is as follows: Columbia chainless, Models 50 and 51, \$125; Columbia Models 47 and 48 combination and diamond tandems, \$125; Models 45, 46, and 49, \$75; Hartfords Patterns 7 and 8, \$50; Hartfords Patterns 9 and 10, \$45; Vedette Patterns 15 and 16, \$40; Vedette Patterns 17 and 18, \$35.

A STRONG TESTIMONIAL.

It has always been the aim of the Newton Rubber Works, 123 Pearl street, Boston, Mass., to manufacture a strictly high-grade tire, containing the best material. And as a proof of the wearing qualities of it, comes the following letter:

"Newark, N. J., October 22, 1897.

"The Newton Rubber Works, Boston, Mass.

"Gentlemen: We have just repaired one of a pair of Newton tires which have, up to date, been ridden by W. E. Davenport, of

Garside street, Newark, 12,000 miles over all kinds of roads and in all kinds of weather, besides racing on the same. If you have any better record than this, will you kindly let us know? I think the tires are good for 3,000 more miles, which he will have to ride yet this year. After receiving this record, we will not hesitate to push them another year.

"Hoping this will give you as much satisfaction as it does us, we remain,

"Yours respectfully,

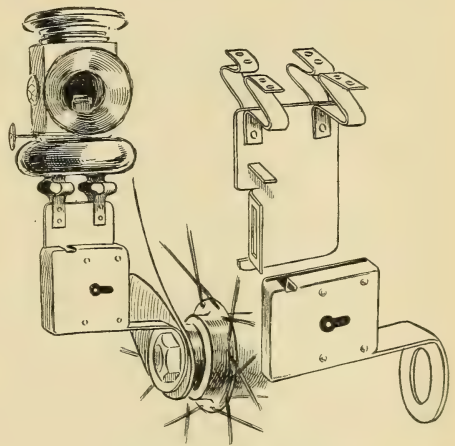
"THE BRADLEY MFG. CO.,

"Per J. M. Smith."

It certainly goes to prove that the tires are of more than ordinary wearing qualities, as such a test is rarely given a pair. The firm has met with great success during the past season and next year will continue to manufacture on about the same lines.

A LOCKING LAMP BRACKET.

With the object in view of preventing the easy theft of bicycle lamps, James Atwill, Jr., 606 W. Erie street, Chicago, has invented and applied for letters patent on the locking lamp bracket herewith illustrated. It is designed to do away entirely with the usual hinges and springs intended to absorb



vibration, the base of the lamp resting directly upon the springs, as shown, to which it is firmly riveted. The metal plate which supports these springs is adapted to be inserted perpendicularly in the lock between two sheets of rubber, which obviate rattling, and is locked in place by means of a key which throws the bolt into engagement with the opening in the upset tongue. Two forms of the lock have been invented, the one here shown being designed for attachment to the axle and the other having a metal band to encircle the head of the machine and fasten the bracket in place by

means of another small lock formed at the meeting ends of the band.

HUB MACHINES ABROAD.

John G. Oliver, of Bardons & Oliver, Cleveland, Ohio, has just returned from a two months' successful business trip to Europe. Together with an expert from the factory, he has been giving exhibitions of the workings of the firm's new model hub machine abroad and has established agencies in Liverpool, Paris, Berlin, Vienna, and Moscow. The two spent four weeks in Paris and the machine was inspected by more than 100 bicycle manufacturers. Only two days were spent in Liverpool as the agency had practically been placed before they landed. Mr. Oliver thinks that the bicycle business is upon the increase in France and Germany, and that the demand is still in excess of the supply, but in England he considers the situation reversed. Owing to pressing business at home, his trip was curtailed to some extent, but the expert is still abroad and at present is exhibiting the machine in Berlin.

THE STEARNS LINE.

For 1898, the line of Stearns bicycles will be made up of the chainless (\$125), ladies' chainless (\$125), special (\$75), ladies' special (\$75), racer (\$75), diamond frame tandem (\$125), combination tandem (\$125), and Models E and F, ladies' and gentlemen's road wheels (\$50). It is the most attractive line ever put out by E. C. Stearns & Co. Traveling men are now showing samples on the road. The Stearns special for 1898 is what the Stearns special has always been. Its leading features are: $1\frac{1}{8}$ inch high carbon steel in the diamond frame, $\frac{3}{4}$ and $\frac{5}{8}$ -inch in the rear diamond, with oval lower fork-sides, and $4\frac{1}{4}$ inch tread. A wheel base of 43 5 16 inches and a drop of $2\frac{1}{2}$ inches give exceedingly stylish and speedy lines. The only nuts on the entire machine are on the axles of the front and rear wheels; even the chain, of an improved "B" block pattern, can be removed without a wrench. All joints are full flush, of a patent improved pattern by E. C. Stearns & Co., the reinforcing features of which will commend themselves instantly to the experienced eye. The new internal seat-post and handle bar connections are radically different from previous types, and insure absolute rigidity. The crank-hanger group has been greatly changed. Keyless flat cranks are attached to a solid nickel steel shaft by a new and admirable device. The cones are screwed onto the shaft, and the bearings are of an improved type and practically frictionless. A new self-oiling device will be used in the

crank-hanger, by which enough oil can be carried to last the entire season. Both sprockets are detachable. Seven, 8, and 9-tooth rear sprockets may be specified, giving the widest possible range of gears.

By an error, the Stearns line was advertised last week on the back page of Bearings to run from \$40 to \$125. The range should have been \$50 to \$125.

THE NEW SOUTH.

The cycle dealers of the southeastern states hail with pleasure the advent of the Southern Cycle Supply Co., with headquarters at Charleston, S. C., and a purchasing office at New York. This company has obtained the distributing agencies for the principal manufactures of the north and west for cycle goods, and with the facilities at its disposal for supplying goods to the numerous cycle dealers in its territory, has already begun to cut a wide swath in the jobbing business in the southern territory. A high-grade bicycle called the Army is manufactured by the Southern Cycle Supply Co., in Charleston, S. C., and lists at \$50. Frank T. Kintzing, one of the best known and most popular cycle tradesmen who, as special representative of the Pope Mfg. Co., in this territory, formed many friends and valuable connections, is secretary and general manager of the company.

CHICAGO TUBE CO. IS BUSY.

F. S. Waters, general manager of the Chicago Tube Co., 127 Washington street, is too busy at work getting ready for the increase in fall trade in parts and sundries to talk much. The company makes and handles nearly everything that enters into the construction and equipment of a bicycle, from frame tubing to complete machines. Last week it received an order from Waco, Tex., for 200 wheels with three inch drop to the hangers. About the 1st of November it will have a new two-piece crank-hanger out which it anticipates will meet with popular approval. The company is also prepared to furnish 1898 model frames, either made up or in the material ready to be put together.

TO MAKE AND SELL SUNDRIES.

The Cleveland Cycle Supply Co., Cleveland, Ohio, was incorporated last week with a capital stock of \$10,000. The incorporators are J. W. McNair, E. A. Bondfield, J. M. McNair, G. M. Bondfield, and W. W. Beacom. The company is organized for the purpose of carrying on a manufacturing or sales agency business in bicycles and bicycle sundries. J. W. McNair is well known in the local trade, having been for two years junior partner in the bicycle firm of Likly &

The finest bicycle that money and brains can produce is the

'98 Iroquois

which possesses distinguishing features which will commend it to every rider. Agents, it will prove a talking machine for you.....



Write us for description and discounts.

Iroquois Cycle Works,
331-333 Wabash Ave.,
Chicago.



RACING IS VERY DANGEROUS.

To safely withstand the continual strain to which the racing machine is subjected, it must be built of the best obtainable material. The most serious bicycle accidents result from the breaking of tube. These accidents are reduced to a minimum by using

"Pioneer" 50 per cent Carbon Steel Tubing.

In the final sprint, the racing man puts every pound—yes, every ounce—of strength he is capable of into that mad dash for victory. He forgets all else but his desire to win. To a large extent his success rests in the strength of his wheel. The less vibration, the less bending, twisting, or shaking, the better his chances. Mr. Racing Man—you have seen the casualties of racing, perhaps you have suffered them—you know what it means—you know the risk every rider runs who uses a wheel built of cheap, unreliable, untested material. Don't take any more risks—stop right now—demand "Pioneer" 50 per cent Carbon Steel Tubing (or the very expensive 5 per cent Nickel Steel Tubing) in the wheel you buy, and a certificate that you are getting what is represented, and enjoy

**The Safest Insurance and Surest Assistance to Success
that the Racing Man can have.**

THE POPE TUBE CO., Hartford, Conn.

We should be pleased to quote you discounts on application. Send for printed matter.

"PIONEERS" in Correct Composition.

McNair, who sold out recently to the Darling Cycle Co. E. A. Bondfield is also well known, having been connected as salesman with local stores for two years past. The company will handle cycle supplies and material of all kinds, doing a jobbing business in and around Cleveland. Its headquarters will be at 238 Euclid avenue.

THE O. K. SPOTLESS LUBRICANT.

A chain lubricant that could be applied without soiling the fingers has ever been the dream of makers and the problem seems to have been solved by the L. M. Jones Co., West Winsted, Conn., which has placed the O.K. Spotless lubricant on the market. It is made of several well-known ingredients, combined by their own process, which makes it as near perfection as possible. Put up in wooden tubes with loose bottoms, which permit of the lubricant being forced up by the finger, it makes it very convenient to use. Being retailed at ten cents, it is expected to prove a seller among the dealers.

NATIONAL SPECIALTY CO. QUILTS.

The National Specialty Co., of Cleveland, has gone out of business. The company seemed to be doing a good business, but the action taken by the Rubber Tire Association in refusing to guarantee tires treated with any of the so-called anti-leak preparations on the market was undoubtedly the death knell of the National company. Its principal product was Plugine, and when this compound was no longer called for the company simply died a natural death. It also manufactured the National ball bearing saddle, and was selling agent for the "I. C." valve, made by H. V. Bright, of 86 Seneca street, Cleveland. Mr. Ives, inventor of the valve, says it will in future be sold direct by the manufacturer.

YOST AN OFFICE HOLDER.

Joseph L. Yost, the well-known Toledo manufacturer, was, last Tuesday, elected county treasurer, of Lucas county, having a majority of 1,834. Last year Toledo went republican by 2,500, which makes Mr. Yost's victory more creditable.

IN NEW HANDS.

The business of the Toledo Cycle Supply Co. has been purchased by Latimer Thompson and Jesse S. Draper, of Toledo, A. A. Barber being retained as manager of the business. Mr. Thompson is a well-known

business man of Toledo, while Mr. Draper was formerly with A. U. Betts & Co., and afterward with the Red Cross Rubber & Cement Co., of Rochester. Manager Barber will devote all his energies to pushing the fittings and sundry trade in his territory.

THE CARLISLE LINE FOR '98.

The most striking feature of the new racing machine on exhibition in the salesroom of the Carlisle Mfg. Co., 203 Michigan avenue, Chicago, is the 30-inch rear wheel, the front wheel being of standard 28-inch size. This form of construction allows of a $3\frac{3}{4}$ -inch drop in the hanger and is adapted only to track use. Notwithstanding some adverse criticism, the speed qualities of the machine have been demonstrated on the Garfield Park track, where a prominent professional rode a quarter in :22, paced, and a well-known amateur did ten miles in 21:02. Other specifications of this wheel are: 43-inch wheel base; outside connections, nickel plated; $4\frac{1}{2}$ -inch tread; continuous one-piece front forks, with drop-forged, arched crown, and weight, 19 pounds.

The regular line of the company comprises the Carlisle Limited at \$80 list, and the Carlisle Special at \$60, in both diamond and drop frame; a line of high-grade juveniles built to symmetrical proportions, and tandems and triplets. The Carlisle Limited is a very handsome machine having D-section rear forks and stays, taper-gauge continuous front forks and arched crown, nickeled outside connections, and expander seat-post and handle-bar. It presents an unusually trim appearance from the rear, the expander seat-post and D-tubes permitting a close build and narrow tread. Neither rear forks nor stays are offset, the Carlisles believing that greater strength resides in straight tubing. A flush-joint wheel of $1\frac{1}{4}$ -inch tubing is on exhibition in the salesroom, but $1\frac{1}{8}$ -inch tubes will be employed in the regular lines, and flush-joint machines will be built only on special order.

The factory of the Carlisle Mfg. Co. is in the Studebaker building, and is equipped with the most up-to-date machinery, operated by electricity. The Carlisles manifest a warrantable pride in their laminated wood rims, which are handsomely enameled by the Studebaker Bros. Mfg. Co., carriage makers, who thoroughly understand that branch of work.

Look out for '98

RELAY BICYCLES

NEW PATENTS

"YOU SEE THE BALLS."

PATENTED MARCH 9, 1897.

Mention Bearings

RELAY MFG. CO., Reading, Pa.



2,000 Bicycles Wanted

FOR THE SCANDINAVIAN MARKET.

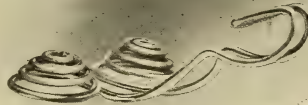
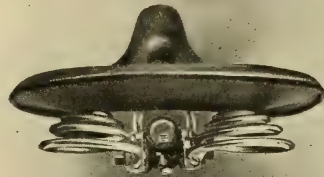
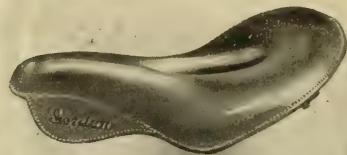
Two-thirds gents'; one-third ladies'; with M. & W., G. & J. tires, also with Dunlop rims only. Quality cheapest, warranted. Quote lowest cash prices F. O. B. New York steamer, and inclose exact illustrations and full specifications. **PAUL CHRISTENSEN**, Importer of Cycles and Parts, Copenhagen, Denmark.



\$110.

THE
BEST
WHEEL

SELECT AGENCIES SOLICITED.



GORDON SADDLES FOR '98

Are ready. So are the prices. Quality and style of the '98 Gordon is unequaled by any other make of saddle. For saddles at a price, get samples of Gordon pattern saddles—"The Expert Line"—four styles, prices, and grades. The best for the money ever offered. **Beckley-Ralston Co., 161 Lake St., Chicago.**



We are ready to quote prices on your
1898 supply of

DROP FORGINGS

OF ALL DESCRIPTIONS.

The Billings & Spencer Co.

HARTFORD, CONN., U. S. A.

Mention Bearings

TRADE BRIEFS

Volney D. Becker is no longer an officer in the A. D. Meiselbach Co., of Milwaukee, nor in any way connected with the concern.

W. D. Hawley, who was so long associated with the Syracuse Cycle Co., is now general manager of the Snow Cycle Chain Co., of Syracuse, N. Y.

H. Lauter, of Indianapolis, maker of wood rims and handle-bars, has increased his capacity and is ready to make 150,000 bars in '98. His export business the past year has been large.

The Standard Tool Co., of Cleveland, Ohio, is making numerous contracts for its electrically welded parts for bicycles. Especially is this true of the flush jointed seat-post, which seems to have made a decided hit with manufacturers.

George F. Kehew, who has been connected with the Pope Mfg. Co. for the past twelve years, is now in charge of the Columbia branch at Providence, R. I. This store did an immense business the past season, selling more wheels than the Columbia branches in Chicago and Brooklyn.

Not satisfied with the addition of twenty-six world's records in one week for Kangaroo tires, the National India Rubber Co. can, as a result of Thibodeau's ride against time at Chicago, October 29, claim all amateur unpaced records from twenty to fifty miles. Thibodeau's times were: Twenty miles, 52:07; twenty-five miles, 1:03:45; fifty miles, 2:14:05.

The Thames Chain & Stamping Co., of Norwich, Conn., will be represented in the southern field by the Southern Cycle Supply Co., of Charleston, S. C., during the coming season. The remarkable success that the Thames Chain & Stamping Co. has had with its roller block chain has enabled it to secure desirable connections in the leading trade centers.

E. C. Stearns & Co. report an exceedingly satisfactory business in Australia. Their representative in that territory, Stephen G. Chapman, formerly manager of the San Francisco branch, is now on his way to China and Japan after a most successful sojourn in Australia. The company this week received a large order from New Zealand.

Prices on saddles, tubing, pedals, rims, and all bicycle parts and material are being

asked for by the Anderson Bicycle Wheel Co., of Anderson, Ind. Last year the company made about 3,000 high and medium-grade wheels and expects to fully duplicate the same in '98. As the Anderson company pays spot cash money or C. O. D., it expects rock bottom prices.

The opening of the New York branch for Iver Johnson cycles, at 99 Chambers street, will give a deal of prestige to the firm, whose wheels are "Honest cycles at honest prices." The wheel has not been pushed forward in the metropolitan district during the past two years, as it might have been, and the new branch will convince New Yorkers of the value of Iver Johnson cycles.

The Duthie Chain Co., 133-137 East South street, Indianapolis, has commenced the manufacture of chains, and is fully equipping its factory to care for '98 business. Mr. Duthie was formerly the superintendent and draughtsman of the Indiana Chain Co., and has had considerable business experience. The Duthie company has purchased the plant of the Metallic Mfg. Co.

Five traveling men were started out last week by the Trinity Cycle Mfg. Co., taking with them the new inclosed chain models for 1898. These new models present many improvements in details, the niceties of which need only to be seen to create enthusiasm. The entire line has been adapted for the Frost case, which has been adopted, and the wheels will be catalogued with it on.

F. A. Lealand, the popular representative of the New York Belting & Packing Co., is jubilant over the prospects for the "Get there and get back" tire for '98. The factory is now turning out the '98 product as rapidly as possible, something that has not occurred at such an early date for the past few years. A good share of the best wheels on the market next year will be shod with League tires.

The Paris agent for the Wolff American cycles, James S. Duncan, 26 Rue de Quartre Septembre, has concluded arrangements for an extensive exhibit of Wolff-Americans at the coming Paris cycle show. His application for space calls for the largest amount allotted to any exhibitor, and, if he succeeds in securing sufficient room, Mr. Duncan intends to display the 1898 line of Wolff-Americans in an elaborate manner, com-

mensurate with the quality and reputation of the wheel.

William B. Osgood, who has met with such success in Brooklyn, has opened a store at 23 Barclay street, New York City, as well as offices at 237 Broadway, New York City, where he is in a position to handle wheels for export. He is the agent for Victor, Peerless, Crawford, and Frontenac bicycles, and has added the sole eastern and export agency for the Odell typewriter to the list. This last action gives a hint to bicycle dealers, who desire a side line during the dull season.

A deal that reflects considerable credit on C. A. Benjamin, the representative of the Barnes Cycle Co., was consummated in New York City last week, and results in the Barnes company having a New York branch, presided over by T. E. Belts, the well-known New York Athletic Club member. Mr. Belts leaves the Spalding-Bidwell Co., to take charge of the new store, at 933 Eighth avenue, which will be termed the T. E. Belts Cycle Co. It is in the center of the cycling district and it is safe to say will do a land-office business in White Flyers next season.

In his last bulletin, Kirk Brown, chairman of the press committee of the National Board of Trade, says: "In the New York Times of Sunday last there was an item, apparently from Berlin, stating that the duty on American bicycles has been raised to fifty marks until spring. Your committee has inquired of representative export houses in this city, but is unable to obtain any confirmation of the same. Information has just been given by one of our members who alleges that a man named Silcox is anti-cipating American trade-marks in Belgium and Holland and is causing American manufacturers great trouble and expense."

E. C. Stearns & Co. are having notable success in advancing the interests of their 1898 line, which will be the most extensive and the most attractive ever put out by that well known firm. They have just completed arrangements with the great firm of Daniels & Fisher, of Denver, who are rated by Dun and Bradstreet at over \$1,000,000, and occupy a building which covers an entire business block. Daniels & Fisher have not previously handled bicycles in connection with their big dry goods business, but this year decided to augment their extensive interests by putting in a wheel department, and after looking the field over selected the Yellow Fellow for their leader.

Joseph Sierer, who is circuiting the United States on League tires, reports from Missoula, Mont., that his League tires are

standing the rough mountain service perfectly, giving no trouble whatever, he having received no punctures since leaving New York. This remarkable record of over 8,000 miles, with no tire trouble, is, considering the rough character of the country through which Mr. Sierer has passed, an excellent recommendation for the League tire. Sierer expects to reach San Francisco by way of Seattle and Portland, January 1, and will follow the southern boundary of the United States on his return trip to New York.

In the advertisement of the Palmer Pneumatic Tire Co. this week are printed the pictures of a number of prominent racing men who ride Palmer tires. They are Earl Kiser, national quarter-mile champion and undisputed match-race champion; Earl Peabody, national one-third-mile champion and the greatest amateur rider since the days of Zimmerman; Irving Powell, national two-mile and intercollegiate half and mile tandem champion and the best of the eastern riders; Charles Ertz, national mile champion and one of New York's winning amateurs; Arthur Gardiner, the hero of the 1897 national meet, riding a paced mile in 1:39 2-5; August Mertens, national five-mile champion and a successful handicap rider; Fred Schade, holder of the one-third-mile world's record, paced, :32 4 5; Peter Becker, Colorado one-half, one, two, and five-mile champion and the king pin amateur of the Rockies; Ray Dawson, intercollegiate mile, five-mile, and mile tandem champion and New Jersey's pride; Charles Himstreet winner of time and place in the great Denver mud road race of 1895 and champion of the Colorado professionals ever since.



WANTED, FOR SALE, TO EXCHANGE.

Advertisements under this head, 5 cents per word. Checks, money orders, postoffice orders, or 1 and 2 cent stamps received. Cash with order.

TIRES—\$3.25 pair, warranted sound. Best made, full association guarantee, \$5.00.
MINERALIZED RUBBER CO., New York City.

WANTED—Charge of enamel department in large bicycle factory on good work only. Thoroughly experienced, best of reference, an artistic designer on ornamentation, competent to handle men and work to the best advantage. Holding same position at present. Investigate.
Address ENAMEL, care Bearings.

TRADE HAPPENINGS

A Weekly Bulletin of New Companies Entering the Cycle Business, Removals, Failures, and Trade Changes of Interest to Manufacturers

Asbury Park, N. J.—Berrang & Zacharias, bicycle dealers at 304 Cookman avenue, have removed their plant to Mattison avenue near Main street.

Baltimore, Md.—A suit for the appointment of a receiver for the Hygeia Bicycle Saddle Co. has been instituted by Geo. W. S. Musgrave, a stockholder and creditor of the company.

Beaver Falls, Pa.—The court has issued an order instructing R. Sterling, receiver for the Morado Bicycle Co. to sell the works at public auction to the highest bidder.

Brookton, Mass.—An effort is being made to secure the location of the recently organized Canadian Cycle Co.'s factory here. The company was organized in Portland, Me., for the purpose of manufacturing and dealing in bicycles and sundries, with a capital stock of \$500,000.

Boston, Mass.—The Eagle Cycle Co. will manufacture motor cycles and automatic carriages for next season's trade.

Boston, Mass.—R. Cook & Co., bicycle dealers, of Ayer, have been petitioned into insolvency.

Buffalo, N. Y.—The Niagara Cycle Fittings Co. is reported to have given a bill of sale for \$1,990 and reported judgment for \$637.

Charleston, W. Va.—The Charleston Supply Co., handling bicycles, etc., is reported to have been succeeded by Chas. W. Young.

Cincinnati, Ohio.—W. C. Lefebvre will remove his bicycle store to Columbia from Milford, Ohio.

College Point, N. Y.—D. S. Johnston, Jr., selling bicycles, etc., is reported to have given judgment for \$106.

Columbia, S. C.—Preston L. Melton & Co., bicycle dealers, are reported to have filed suit for \$373.

Defiance, Ohio.—The Defiance Bicycle Co. is reported to have given judgments for \$9,627.

Detroit, Mich.—The bicycle works and tin shop of Howard Serath have been totally destroyed by fire at a loss of \$2,500.

Dothan, Ala.—Simonton & Co., dealing in musical merchandise, will add a line of bicycles, and are inviting propositions from manufacturers.

Eustis, Fla.—George W. Church, jeweler, will add a line of bicycles. Correspondence with manufacturers invited.

Ft. Wayne, Ind.—The Randall Cycle Co. will go out of business. Ed C. Miller, the trustee, has announced that he will dispose of the stock at public auction, November 10, and wind up the affairs of the company.

Geneva, Ala.—Lanier Bros., jewelers, desire the agency for a good bicycle.

Grand Rapids, Mich.—G. W. Everhart has organized a stock company for the manufacture of leather grips for bicycle handle-bars, with a capital stock of \$10,000. It will be called the Leather Grip Co. Officers are: B. W. Fish, president; A. L. Smith, vice-president; W. C. Shepherd, secretary.

Jefferson, Wis.—W. J. Robisch will open a new bicycle repair store here.

Kenosha, Wis.—The Chas. H. Sieg Mfg. Co., of

Chicago, makers of bicycles, has certified to an increase in capital stock from \$100,000 to \$250,000.

Live Oak, Fla.—Barkley & Groover, druggists, will add bicycles.

Madison, Ala.—Farley & Gillespie, druggists, desire agencies with a view of adding a bicycle department.

Miamisburg, Ohio.—Lehm Dodds, selling sporting goods, etc., is reported to have sold out to Charles W. Dodd.

Middletown, Mass.—The Worcester Cycle Co. has been declared insolvent.

Monmouth, Ill.—F. B. Kendall is organizing a company to manufacture his bicycle attachment for use in learning to ride.

Newark, N. J.—Bardo & Calvert, cycle dealers, of Port Richmond, have secured the agency for Columbia and Hartford bicycles in the city of Newark and the Oranges. They have opened a large store on Broad street, Newark, and will open another at East Orange.

New York, N. Y.—Justice Smyth, of the supreme court, has dissolved the Anglo-American Cycle Fittings Co. of 105 Chambers street. A receiver was dispensed with as the company has no assets and no liabilities.

New York, N. Y.—Sarah Tradelius, of the Eureka Cycle Co., is reported to have given judgment for \$51.

New York, N. Y.—The Liberty Cycle Co. has been incorporated for \$100,000 by W. F. Wilson, J. Holden, and others.

North Milwaukee, Wis.—T. Hoyt has started up his bicycle factory this week.

Norwich, Conn.—At a creditors' meeting it was decided to continue the business of the Hopkins & Allen Mfg. Co. Work on different parts of bicycles will be begun immediately.

Ogden, Utah.—Browning Bros. have incorporated, with a capital stock of \$100,000, and succeed to the bicycle business formerly conducted by Browning Bros.

Omaha, Neb.—Alva J. Grover, handling bicycles, etc., is reported to have given a real estate mortgage for \$600.

Owensboro, Ky.—Ben Hare, who has been manager of the Delker bicycle factory for the past two seasons, has about perfected the organization of a new bicycle company, with a cash capital of \$50,000. It is the purpose of the new company to move the plant of the Delker Bicycle Co. into better and larger quarters and greatly increase its capacity.

Palmer, Mass.—E. D. Tufts has sold a half interest to F. Thayer in his bicycle business.

Richmond, Ind.—F. Newlin has been appointed receiver of the Richmond Bicycle Co.

Ridgeway, Pa.—J. M. Hanscom has added a repair shop to his bicycle store.

Rochester, N. Y.—Papers authorizing the Iven-Brandenburg-Burgess Co. to change its name to the Iven-Brandenburg Co. have been filed. The company manufactures and sells bicycle sundries.



Ladies' and Men's.

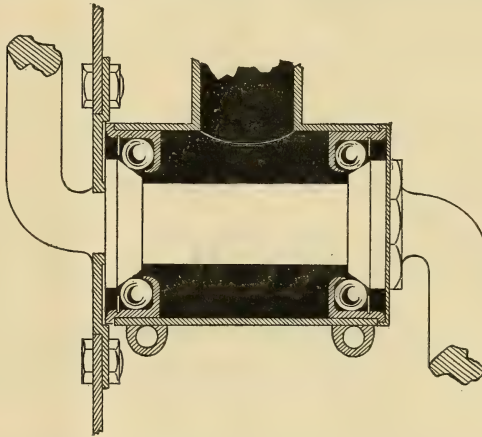
Three Heights of Frame.

Choice of Colors.



We still have considerable territory not yet closed on these superb jobbing wheels and at a price that has startled the buyers and makers alike.

One-piece crank, Sanderson's tool steel with a perpetual guarantee.
New crank for broken one, regardless of cause.



Dust-proof, impossible to get out of alignment, easy to adjust, neat, strong, most durable device known to bicycle construction.

LOOK AT THESE SPECIFICATIONS:

Seamless tubing, $1\frac{1}{8}$ inch; flush joints; $2\frac{1}{2}$ -inch drop; Indianapolis chains; first-class saddle; guaranteed tires; Lobdell rims (firsts); Excelsior spokes; expansion adjustable handle-bar; expansion seat-post; dust-proof bearings; one size interchangeable nuts.

THE FINEST WHEEL EVER OFFERED FOR THE MONEY.

Let us tell you more about it.

ANDERSON & FLINN, 1006 Isabella Building, 46-48 Van Buren Street, CHICAGO.

Saginaw, Mich.—A stock company is being formed to manufacture bicycles on a large scale. George W. Emendorfer will be manager of the factory.

Salem, Mass.—Newton & O'Connell, bicycle dealers, are reported to have recorded a chattel mortgage for \$1,200, a previous mortgage for \$1,000 being discharged.

San Francisco, Cal.—C. E. Broad, handling bicycles, is reported to have been attached for \$275.

San Francisco, Cal.—The Pacific Coast Bicycle Skate Co. has been incorporated with a capital stock of \$100,000, by S. J. Robertson, A. J. Van Drake, C. J. Armbruster, and T. R. Evans.

Salt Lake City, Utah.—The Western Cycle Co., F. A. Mangum, manager, has purchased the stock of the Salt Lake Cycle Co., agent for Cleveland and Crescent bicycles.

Sheboygan, Wis.—The Electric Cycle Co., which has been doing business here, will sell out its entire stock of bicycles.

St. Louis, Mo.—S. J. Truesdail, selling bicycles, is reported to have been sued for \$161.

Stauffer, Pa.—Thos. Freeble will soon begin the manufacture of his powder motor bicycles in the Foundry building, which is now being equipped with machinery for that purpose.

Springfield, Ohio.—The Springfield Rubber Tire Co. is reported to have sold out.

Toledo, Ohio.—J. S. Draper and Latimer Thomson have purchased the Toledo Cycle Supply Co. A. A. Barber will remain with the new proprietors and will be the active manager of the business.

Toledo, Ohio.—Officers of the National Bicycle Sundry Co., a concern recently incorporated, have been elected as follows: President, D. V. Manley; secretary-treasurer, E. P. Hubbell, and manager, A. Rosenfelt.

Toledo, Ohio.—The La Fave Clip & Handle-bar Co., since the purchase of the plant by H. D. Wood, has been changed to the Wood Mfg. Co.

Toledo, Ohio.—The name of the Kirk-Young Bicycle Co. has been changed in common pleas court to that of the Kirk Mfg. Co.

Toronto, Ont.—Bertram & Co., wholesale hardware and bicycle dealers, are reported to have sold out to Bertram, Wilson & Co.

Towanda, Pa.—The plumbing and bicycle repair store of Marshall Bros. has been closed by the sheriff on an execution issued in favor of Thomas Curran.

Uniontown, Ky.—Another industry is being started here—a hub, spoke, and rim factory. The firm is composed of W. M. Morgan, S. Pike, Mayor J. J. Damacher, and others. Mayor Damacher will have charge.

Valparaiso, Ind.—The Vienna Enamel & Stamping Works plant at Porter, this county, has been sold by W. J. Jefferon, of Chicago, for \$35,000 to Frank H. Ross, of Chicago. The works will soon be started again.

Westboro, Mass.—The Cycle Improvement Co., making bicycle pedals, has been succeeded by the Waltham Watch Tool Co.

Westville, Conn.—A. C. Nisbet has made an assignment to Geo. H. Taylor. Mr. Nisbet dealt in bicycles.

Worcester, Mass.—The Lovell Arms & Cycle Co. has leased the store at 315 Main street. C. S. Davis is manager of the company and the concern will occupy the quarters about December 1.

Yorkville, S. C.—R. D. Alexander is now conducting a bicycle repair business in the Wheeler coach factory.

At Buffalo, N. Y., Oct. 18 and 22

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from 2 to 28 miles.

Total distance ridden in 1 hour, 28 miles, 1,585 yards—nearly 2 miles better
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At Chicago, Oct. 29,

All Amateur Unpaced Records, from 20 to 50 miles,
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THE WHEEL

OF HIGH
DEGREE

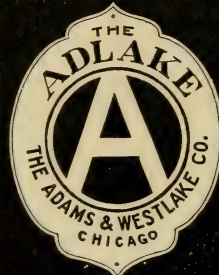
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THE SIGNAL.

Photograph by R. L. Curran.

BEARINGS

VOL. XVI

CHICAGO, NOV. 11, 1897

No. 15

FEW CHANGES ON THE CIRCUIT

The Two Professional Races of the Past Week Make But Slight Alterations in the Tables—Dr. Brown Still Winning—The Meet at Charlotte

New York City, Nov. 8.—Only two professional races were run the past week, and these two races made no material change in the percentage thermometer. Bald won both races and added a slight margin to his percentage and eight points to his winnings. Bald has now passed the \$3,000 mark in his prize winnings. This amount is only what Bald has won on the circuit. His exhibitions, appearance money, and prizes won off the circuit are not included in this amount.

Fred Loughhead rode poorly at the Charlotte meeting and his percentage suffered thereby. From .663 he has dropped down to .637. He is but slightly above Cooper. The first seven men below Bald—Stevens, Loughhead, Cooper, Gardiner, Mertens, Newton, and Nat Butler—are very close together in their percentages, and before the close of the circuit there will be some great changes take place. At the speed Nat Butler is riding, it would be no surprise to see that rider slide up into second position at any moment.

The percentage of A. C. Mertens

remains the same. He has left the circuit and gone north in company with Earl Kiser, his team mate, and Tom Eck, his manager. A week prior to leaving the circuit, Mertens stepped upon a door holder in the car after he had taken his shoes off and cut his heel badly, so that he could not ride. On this account his standing in the tables has remained the same.

A. I. Brown is climbing in both tables. He now occupies sixth position in the points table, having eight firsts to his credit, all of which have been won on the extension of the circuit. Brown has won eleven firsts on the extension and has been the star rider of that circuit. Brown was defeated by eighty men before he started in on his winning streak and on this account his progress in the percentage table has been slow. He has a percentage now of .434, and should he continue his present form of riding he will soon be in the thermometer.

O. L. Stevens retains his position of last week. Stevens has been a continual follower of the circuit, but

at that he has only started in twenty-one races.

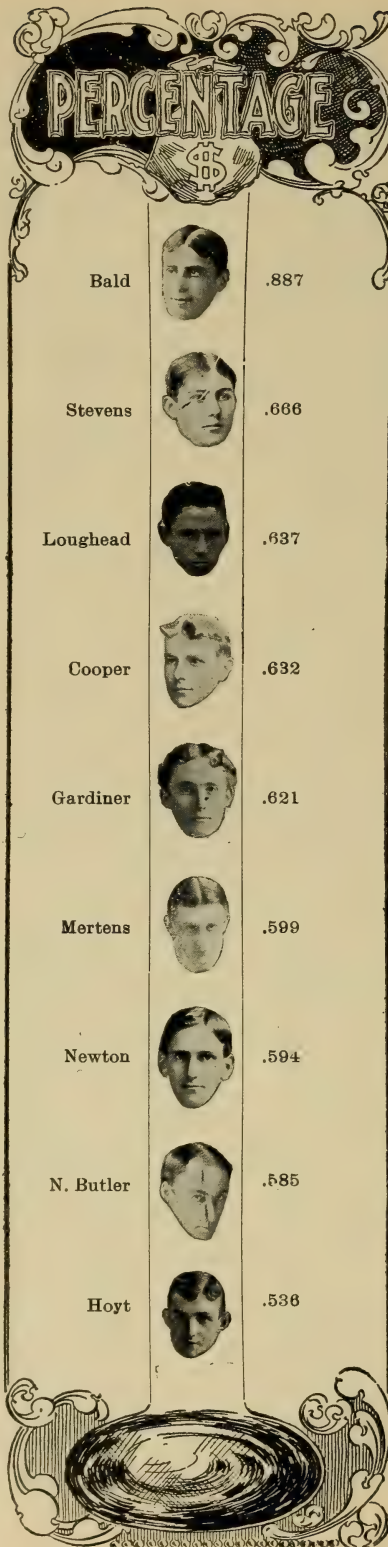
Nat Butler seems to have lost somewhat in form since his fall at Paducah. The worst fall that he had in the racing game was received there. Butler and Brown have been the two best winners on the circuit since its start from Trenton, September 27.

Points and Prize Winnings.

Bald	129	\$3,042.00
Gardiner ..	66	1,425.00
Butler, N. .	59	1,135.00
Cooper	57	1,292.00
Stevens ..	44	965.00
Brown	39	590.00
McFarland	33	958.00
Loughead ..	31	560.00
Newton	30	680.00
Hoyt	29	520.00
Kimble	28	678.00
Coleman ..	17	470.00
Hadfield ..	13	155.00
Wells	12	242.00
Steenon ..	11	190.00
Randall ..	8	210.00
Seaton	8	110.00

SECOND DAY AT CHARLOTTE.

Charlotte, N. C., Nov. 4.—Most of the racing men remained over from yesterday and rode today. Bald, Loughead, and Nat Butler departed for Atlanta, and Tom Cooper left for Macon, Ga., where he was to ride an exhibition. Brown was the star attraction of the meet. The weather, which was a little sharp yesterday, had devel-



oped into one of the finest days seen on the circuit this season. Not a breath of air was stirring and the sun was intensely hot, a fit day for racing. Earl Peabody lowered the colors of the amateurs and carried away two firsts. The mile match race with P. Kirkpatrick was a good one and a hard fought race. Peabody has now ninety-seven firsts and is still in quest of scalps.

The professional events were interesting and proved as fast and as gamely fought as the races of yesterday. Brown won the mile open, single paced, in the world's record time of 2:00.

Charles Price paced the contest, and the men—Kimble, Newton, McFarland, Hadfield, Brown, Stevens, Conn Baker, and Freeman, were strung out in single file from the start, allowing no funny business until after the bell had rung. Brown was the last man in the line. At the bell, the men bunched and spread across the track. Hadfield,

with Brown on his rear wheel, sailed through the middle of the bunch. Stevens and McFarland were working together. As Hadfield came up, Stevens slipped and the two riders nearly went down. In the meantime, Brown went out ahead and passed McFarland on the backstretch. Brown led the bunch into the homestretch, with McFarland tacked onto his rear wheel and Hadfield three lengths back. When it was announced that the time was 2:00, the 300 people present at the meet made enough noise for 3,000.

H. B. Freeman won the third-mile open, pushed hard by McFarland and Kimble, who finished in order. Brown was fourth. The time was :39.

A pursuit race was then arranged with five picked men on each side. Wells was the captain of one side with Baker, Kimble, Aker, and Freeman up. McFarland, the captain of

the other team, had Hoyt, Newton, Stevens, and Price. The first mile of this race was ridden in 2:10, the next mile in 2:07. The men on both sides took pace alternately and in the first two miles neither side gained. On the seventh lap, McFarland's side, which seemed to have been taking it easy, came out with hard sprints. Charles Price did most of the pulling up and practically closed the gap between the two teams. Conn Baker rode a lap, pushed by McFarland, after the two bunches had closed, passing him at ten and a half laps. The time for the distance was 8:22.

Summaries.

One-mile open, professional—A. I. Brown, first; F. A. McFarland, second; Charles Hadfield, third. Time, 2:00.

Third-mile open, professional—H. B. Freeman, first; F. A. McFarland, second; O. S. Kimble, third. Time, :39.

Pursuit race, professional—Won by McFarland, Stevens, Hoyt, Newton, and Price.

One-mile match, amateur—E. W. Peabody, first; P. Kirkpatrick, second. Time, 2:25.

Third-mile, amateur—E. W. Peabody, first; P. Kirkpatrick, second. Time, :45%. F. E. S.

PEABODY BEATS ZIMMERMAN'S RECORD

Macon, Ga., Nov. 6.—Two thousand people, in attendance at the bicycle races today, yelled themselves hoarse as Earl W. Peabody, of the Chicago Cycling Club, crossed the tape a winner in the amateur mile open, making his 101st victory this year, and equaling the great record made by A. A. Zimmerman in 1893, when the "Skeeter" rolled up 101 firsts to his credit. Peabody ran his string of victories up to the century mark yesterday, when he won three races. He won four races today,

bringing his wins up to 104. He is not yet through, having been matched for a series of three races with Frank Powers, the Florida champion. After these races, Peabody will return to Chicago and retire from the path for good.

Tom Cooper and Eli Winesett were the only professionals here today. They competed in a series of three match races, Cooper winning the mile in 2:15, Winesett the half in 1:04, and Cooper the deciding mile heat by half a length. W. H. P.

NEWS IN GENERAL

LINTON VS. BOUROTTE.

The "Rollicking Frog" Easily Defeated by
the Welsh Stayer—French
Racing News.

Paris, Oct. 29.—The much-talked-of fifty-kilometer match between Tom Linton and Bourotte did not prove as interesting as expected. Linton simply "wiped the track" with his opponent. The Welsh stayer had decided to quit racing until next spring, but the recent successes of the "rollicking frog" gave him a strong dose of the fever again and made him wish to have a go at the new celebrity before he retired from the track.

Bourotte was reported to be in splendid condition, in fact, it was said that he was riding faster than ever, and the knowing ones predicted a brilliant victory for him. Tom, however, was in one of his good days, and it was not long before the public found out that, barring accidents, the Welsh stayer was going to ride rings round his opponent.

Starting off at a terrific pace, he managed, at the fifth lap, to part company with Bourotte. Keeping up his infernal pace, he lapped his adversary at the sixteenth kilometer. Bourotte's pacing was poor. He only disposed of six quads, while Linton had two quints and seven quads, the latter including some of the fastest teams in France. With Bourotte still a lap to the bad, the twenty-kilometer mark was reached in 23:31½ (record 22:11½ by Stocks). Things then became exciting for a few kilometers, both men making strenuous efforts to gain the lead. The terrific pace soon began to tell

on Bourotte, who looked uncomfortable. Although he managed to hang on, he was heard to call out to the pacing teams to slacken up a bit. Tom profited by his opponent's momentary weakness to push on and at the twenty-seventh kilometer, he closed on the Frenchman for the second time.

The thirty kilometers were covered in 35:35¾ in spite of a strong wind, and keeping up his splendid pace, Linton attained the forty-kilometer mark in 47:46¼. During these ten kilometers, Bourotte lost another half lap. He knew that victory was no longer within his grasp, and all he could do was to hang on in the faint hope that an accident might possibly put his opponent hors du combat. The Welsh rider had just secured a third lap on Bourotte when the latter's front tire yielded up the ghost, and the time lost in changing machines allowed Linton to add another lap to his credit. The "frog" then sat up and as the winner flew across the tape, the watches marked 59:37¾ for the fifty kilometers. The hour gave 50.225 kilometers, the longest distance ever covered in France in competition, and only fifteen meters short of the French hour record.

Jacquelin Couldn't Qualify.

The meeting opened with a 1,500 meter handicap, which resulted in a win for Robertson (30 meters), followed by Boulay (45). Jacquelin (scratch) competed in the fifth series, but failed to score. At the pistol, the limit men went off as if they were out for the 100-meter record, and a whole lap was negotiated without any appreciable

change being made in the positions of the six riders. At the bell, Jacquelin, in a grand burst of speed, gained contact and even succeeded in passing four of his opponents, who hitched onto his rear wheel. It looked as if the popular sprinter was going to win easily, but the effort at the start of the race proved too much for him, and he quit on entering the straight, which allowed Brécy (90) to get the second place. Balajat (65) finished first, several lengths ahead of the bunch.

The Palais des Arts Vélodrome, better known as the Winter track, disappeared but a few days ago and now the Vélodrome de l'Est has been sold to a builder who is about to pull it down and erect dwelling houses in its place. The owners of the site offered to renew the lease for the ground, and it was once thought that a syndicate would rent the track and turn it into a winter vélodrome. It was found, however, that the alterations would involve an outlay of about \$30,000, and the scheme was abandoned.

Batchelder in Paris.

The arrival in Paris of "Monsieur Batchelder, the distinguished American sportsman," as he is referred to by the French papers, has created quite a stir in racing circles. It is known that the object of his visit is to engage riders for the six day race at the Madison Square Garden, New York City, and Joyeux, Corre, Stephane, Stein, Maurice, and several others have expressed a wish to compete in the big grind if the inducements are of the right kind. Mr. Batchelder expects to remain about a week in Paris.

At the present moment, Momo and Singrossi appear to be the two best sprinters in Italy. At a recent meeting held at Turin, Momo won the big scratch race, defeating among others, Verheyen, Pontecchi, and Pasini. The two last named seemed to have

lost their brilliant form of the beginning of the season.

The little Singrossi is not unknown in French racing circles. He competed in the Grand Prix de Paris and several other important events, but, although considered a formidable opponent by his countrymen, he returned home without having placed a single victory to his credit. That he can ride is shown by the fact that he has just defeated the German crack, Willi Arend. It was not in an open race where the German could plead ignorance of Italian tactics, etc., to explain his defeat, that he gained glory, but in a match race, man to man. Singrossi beat his opponent easily in two out of three heats.

J. H. COLEMAN.

WANT TO BE DEADHEADS.

Wisconsin League Members Do Not Want to Pay to See the State Meet Races—
Other News.

Milwaukee, Wis., Nov. 8.—The annual Wisconsin division election is now on. Chief-Consul M. C. Rotier is again heading the ticket for the same office without opposition. H. Van Arsdale, of Racine, and B. W. Park, of Madison, are in the field for the office of vice-consul. S. J. Ryan will be elected for the next secretary-treasurer, as he has no opposition. The question to become the issue of the present election is "Shall the league members be charged an admission to state meet races?"

Since the Racine members came forward with the statement that they would not take the state meet again unless they would be allowed to charge admission for league members, a general remonstrance against abolishing the deadhead privilege has come from league members in the state. The constitution provides that all league members must be admitted free, and therefore Racine members would have to change this clause be-

fore they could charge a fee. To this all league members outside of Racine are bitterly opposed, and, fearing that Racine would change the constitution should it be successful in electing its candidates on the league ticket, Racine and southern candidates are being freely cut in the pending election. Up to the present time about 1,000 votes have been mailed, but it is expected that that number will be doubled before November 15.

Isaac B. Potter, president of the L. A. W., was a visitor in this city last week. Shortly after arriving here he held a conference with Otto Dörner, chairman of the highway improvement committee, and later conferred with Chief-Consul M. C. Rotier. In the evening, Tuesday, he was tendered a banquet at the Hotel Pfister. The dinner was attended by about twenty local wheelmen among them being City-Attorney Frank Van Valkenburg, Ald. H. C. Schranck, State-Handicapper A. M. Patitz, Chief-Consul M. C. Rotier, and Otto Dörner.

Julius Koch, of Dresden, Germany, who is making a trip around the world on a bicycle, was in the city last week. He is making a leisurely trip. He left Dresden on May 8 and rode direct to Hamburg, where he took the steamer to New York. Thence he went to Buffalo, to Chicago, and to this city. He is making the trip for pleasure only, and is not traveling "without a cent in his pocket" for a record or on a wager. He intends publishing a book on his travels upon his return home. In speaking of his trip he said that the roads in this country did not compare favorably with those in Europe, and was surprised at some almost impassable roads. About American bicycles, he said that they were better for rough road use than those of Germany. When in Chicago he sold his wheel and bought one manufac-

tured in that city. He left Milwaukee, Tuesday, for Yellowstone Park; from there he will go to San Francisco, thence to Japan. O. H. M.

NEW YORK NEWS NOTES.

Cycle Path for Brooklyn Bridge—New York Division Election—Potter Talks of His Trip.

New York City, Nov. 8.—Within two months the trolley cars will have possession of the roadways of the Brooklyn bridge, and cyclists are worrying as to what disposition will be made in the case of those who prefer the wheel to the electric car. For when the roadway is occupied by the tracks, it will leave but a narrow space for trucks and nothing for the members of the cycling brigade.

In response to the howl of the cycling organizations, President Berri, of the bridge, has called for plans for a cycle path of some kind. In consequence there is a deal of studying going on among the cyclists, and a number of plans have been offered, some good and some otherwise.

The only feasible plan seems to be the laying of a flooring on the upright structure, which incloses the tracks for the cable cars, and then having an approach of some kind at either entrance. Another plan is for a platform to be built, to extend from the bridge proper, and to be supported by braces. Of the two, the first named appears to be the best, and as it will be inexpensive, there is an excellent chance of it being adopted at the next meeting of the board of trustees. At all events, something will have to be done soon in order to accommodate the number of cyclists who cross the big structure which is dangerous to riders at present and will be doubly so when the trolley cars are connecting the two big cities of Greater New York.

The management of Manhattan Beach track has announced a number

of improvements for next season, which should make the oval a popular one in the district. In the first place, a new grand stand will be erected, with a seating capacity of 2,500. This will not only accommodate the crowds, but will also shield the track from the famous "ocean breezes" which have always been a prominent but not pleasant feature for the racing men. The training quarters will be enlarged, the number of bicycle locks increased to about 4,000, and new cement added to the edge of the track, on the pole, which will permit a rider to run off and on again without a fall. Altogether the track in '98 will be a model one.

It has now been found that the course over which Charles Earl rode in 1:22 $\frac{1}{2}$, was ten feet over a mile instead of being an eighth of a mile short, as claimed by some. S. H. McElroy, a civil engineer and surveyor of Brooklyn, states that he laid the Twenty-second avenue course, and that from the center of Eightieth street to the center of Sixtieth street—the course ridden by Earl—is 5,290 feet, or ten feet over a mile. There is now nothing for the non-believers to find fault with, except the method of timing, which was rather crude, but thought to be not more than a few seconds out of the way. Earl will make another trial within a few days.

Gaston Rivierre, the "grand old man" of France, has entered for the six-day race to be held at the Garden in December, and is now in Atlanta preparing for the task. His advent in the game that is considered harder than he is used to, is hailed with delight, and his performance will be awaited with interest. He feels confident that he can cover 2,000 miles in the 142 hours, which will be well in advance of the 1,910 miles set by Teddy Hale, the winner of last year's event, and who will be a competitor again next month.

The annual election of the New York state division of the League of American Wheelmen has been held and Walter S. Jenkins selected to be chief-consul of the Empire state division for the next year. Milo M. Belding will be the vice-consul, while with one exception all the regular candidates for representatives were elected.

Jenkins and Belding, both Potter men, were on the regular ticket, and although there were no independent candidates, a complimentary vote was given Isaac B. Potter, the retiring consul, and Charles E. Simms, Jr., of New York. Huyler Ellison, of Freeport, was the only independent candidate for representative, and was elected over E. H. Walker, of Brooklyn, whose name was the last on the ticket and consequently passed by many voters. There were but 4,760 votes cast out of a total membership of over 26,000.

Potter Talks of His Trip.

"Any report that I have favored Sunday racing, or even local option in the matter, is erroneous," said President Isaac B. Potter, of the League of American Wheelmen, when the question was put to him by Bearings' representative on his return from the west, on Saturday. "I understand that I have been quoted as having favored that momentous question while in the west, even though I had expressed myself as against it when in the east. The trouble seems to be that when I was being interviewed in the west, I discussed the matter very thoroughly, giving both sides of the question and evidently some one has published but one side of it. I always give the arguments pro and con, and the con side has led to the report that I favored the plan. It is a matter that requires a great deal of thought, and a great deal can be said on both sides. And both sides should be given a hearing."

The president visited Philadelphia,

Baltimore, Cincinnati, Cleveland, Chicago, and St. Louis while on the trip—which, by the way, he said had no bearing on league politics—and talked with the chief-consuls of each of the divisions. He has in mind the formation of local organizations in each of the large cities, similar to the New York City consulate, which could conduct matters much more thoroughly than could be done from the main office of the division. He claims it is impossible to have a voice from headquarters heard over the entire land, and local bodies, representing the mother body, could accomplish much good if organized in large cities. Mr. Potter is the chairman of a national committee on local organization, of which every chief-consul, whose division has a membership of over 1,000, is an active member. He went to see some of these chief-consuls while on his trip, and urged them to help the work along.

Anent the interview published in a local paper in which he was quoted as favoring Tracy as a candidate for mayor of Greater New York, and virtually calling on all wheelmen to vote for him, on the grounds that the league had indorsed him, Mr. Potter said, "Every man has a right to his own opinion, and I think I have a right to mine. The interview was merely my opinion as a private citizen. and had no bearing on my connection with the L. A. W. I thought well of General Tracy because I know he is in favor of good roads and all that is good for wheelmen. Other people may have a different opinion, and they are entitled to it."

Track Owners Meet.

The National Cycle Track Association held forth at the Everett House during the entire day and part of the evening on Saturday, and behind closed doors discussed plans for cycle racing in the future. Secretary Ducker announced that a plan

was formulated and adopted, which will be of benefit to, and will harmonize the interests of the public, the league, the racing men, and the track owners. It will be submitted to the racing board of the L. A. W., for its consideration.

As far as could be learned, the plan calls for the granting of almost all the National circuit dates to the track association, which will fill them by running meets and contests between the best men in the racing game. The first meet will probably be held about the middle of May, and thence the circuit will include all the tracks in the organization.

The association will also arrange races between the middle-distance stars in a way that will greatly reduce the expense of the paced game, and will permit every track to have attractions of this sort. It will also arrange for teams representing the various cities, which will meet in contests on the different tracks on a schedule similar to that used in baseball. The final race will compare favorably with the Temple cup series in the baseball world. This will tend to bring about an inter-city rivalry, which has been lacking in the past, and that, too, to the detriment of the sport.

Secretary Ducker was loud in his assertion that the track association would not attempt to antagonize the L. A. W., and would, in fact, lend every possible aid to the big organization in its effort to control the racing game.

Chairman Mott was to have been present at the meeting, but wired that he could not get to New York in time, and consequently the full details of the new plan will not be known until after they have been submitted to the L. A. W. racing board. Those who attended the meeting on Saturday were: President E. C. Hodges and Secretary Henry E. Ducker, of the Charles River track, Boston; Treas-

urer L. M. Rich, Bridgeport; L. H. Andrews, Springfield, Mass.; T. H. Ryan, Manhattan Beach, N. Y.; Harry Blomeck, Newark, N. J.; S. V. Kirkbride, Asbury, N. J.; C. S. Weaver, Willow Grove, Philadelphia, and Charles A. Johnson, Buffalo, N. Y.

Joseph Cacavajo captured the first place, as well as time prize, from scratch, in the twenty-five-mile road race of the Kings County Wheelmen, over the Merrick course, on Saturday. A heavy wind sadly interfered with fast time, and caused the downfall of many an aspiring novice. The contest was for the Wilson perpetual trophy, and but five men finished. Cacavajo's time was 1:15:03.

Once again the road race for the Citizens' cup, of the New York Athletic Club, was contested at Travers Island on Saturday, and C. M. Relyea with six minutes handicap proved to be the victor and will be the holder of the trophy for a year to come. The distance was fifteen miles and F. A. Myrick, the scratch man, could not do better than finish fifth.

AL REEVES.

PLANS OF THE CRACKAJACKS.

Gardiner and Johnson Will Retire From Short Races—Bald and Loughead, Wells and Brown to Winter in New York.

Atlanta, Ga., Nov. 7.—Arthur Gardiner and John S. Johnson announced today that they would retire from short-distance races to engage in middle-distance competition. Another important announcement is that Angus McLeod, the Canadian champion, has entered for the twelve-hour race to be held at the Coliseum in this city Thanksgiving day. Charles Hadfield, the Newark rider, has also decided to give up sprint racing and will ride in the twelve-hour race here and prepare himself for the New York six-day race.

Gardiner is now in charge of John West, who brought him out and who

believes that Arthur should be able to land prizes in the newer game, even with Michael, McDuffie, Starbuck, and Titus as probable opponents. For some days Gardiner has been quietly training with Michael, who has prepared here for his races with McDuffie and Titus at the Chicago Coliseum next Friday and Saturday, and with Starbuck in New York. The showing of "Chicago's pride" has been most pleasing, and Gardiner expects to make his mark on the indoor tracks the coming winter, to emerge into the open air field in the spring a full-fledged and honored member of the middle-distance profession.

Johnson will soon leave for Chicago, where he will meet Michael's manager and William A. Brady, of the American Cycle Racing Association, in an attempt to arrange a partially promised contest to be pulled off during the New York six-day race. Johnson and McLeod are at present under the care of Arthur J. Stackpole. McLeod will try his new venture in good company in the twelve-hour race here, as Gaston Rivierre, Tom Barnaby, Frank Waller, Fred Schinneer, Charles Miller, Blakeslee, Hadfield, Bert Repine, John Chapman, and Albert Schock have all entered.

E. C. Bald, Fred Loughead, and their trainer, Pat Macdonald, expect to open bachelor quarters in New York this winter, and Bald and Loughead will compete in the short races at the many indoor meets promised for New York and Philadelphia. Earl Kiser has returned to Dayton, and will there prepare to meet all comers in match races during the winter. He attributes his poor showing late in the season to malaria, which attacked him in September. Cooper will probably not race on the indoor tracks, as he considers those eight and ten-lap affairs dangerous.

Jay Eaton will leave for New York immediately after the four-

cornered match race in this city November 16. He will dispute the title of "Indoor King" with Bald at Madison Square Garden, a series of matches being now under consideration between the two. Charles Wells will live in New York this winter and be prepared to meet his old rivals on the indoor tracks. He weighs 200 pounds, but the smaller the track the better he likes it, as it was on such tracks that he won honors and made his name. A. I. Brown, the undoubted star of the circuit extension, will also go to New York to race at the indoor meets.

F. ED. SPOONER.

SPRINGFIELD'S LAST ROAD RACE.

*Ferre Wins Time Prize and Third Place
From Scratch—L. H. Adams Resigns
From Springfield B. C.*

Springfield, Mass., Nov. 8.—The last road race of the season in this part of the country was run Saturday afternoon over an eighteen-mile course, from Winchester Park to Sixteen Acres and return, twice. Arbie Robertson, with :30 handicap, won first prize in 52:14, and E. C. Ferre, the well-known amateur, carried off time prize and also third place honors in 51:46. The order of the finish of the first ten men was as follows: Robertson, Hall, Ferre, Busha, Dunbar, Robbins, Lewis, Easley, Sullivan, and Page.

President Adams Resigns.

L. H. Adams, president of the Springfield Bicycle Club, announced last week that he would not be a candidate for re-election at the coming annual meeting of the club. Mr. Adams has for the past two years been general manager of the Springfield tournaments and has shown unusual judgment and executive ability. It is hardly necessary to state that the club will part with his services with regret. Mr. Adams' reason for retiring is his inability to give the

time necessary for the performance of the duties of the presidency of the club. Mr. Adams is a director of the National Track Owners' Association and has been keenly alive not only to the interests of racing but to the needs of wheelmen in general.

E. W. PENFIELD.

FROM ACROSS THE WATER.

London, Oct. 30.—Tom Linton's assault on the hour record still hangs fire, although he was expected to go on Tuesday. He will use electrical pacing and wind shields and he has expressed himself indifferent as to the recognition or otherwise of the times accomplished by him by the records committee of the union.

The proposal to be brought before the council by Dr. Turner to abolish pacing in amateur races was very fully discussed at a recent meeting of the London center. As a result it was agreed to recommend the proposal in an amended form, viz., to allow single pacing only (except in tandem races where tandems will of course be necessary), and to abolish the present "general pacing" rules, which are universally admitted to be unworkable. Another proposition was supported in an amended form to run as follows: "That no licensed rider may take part in any race or paced record attempt on the road."

Fighting the Railroads.

It was announced that the first step had been taken by the union in its forthcoming legal test action against the Great Northern Railway. T. W. J. Britten last week made a formal attempt to travel with a cycle as passenger's luggage from King's Cross. Of course, he was not permitted to take the machine without making the usual payment. The case will come before the Queen's Bench Division in a few weeks, and it is expected the legal costs will amount to about \$1,500.

On Wednesday, at the Crystal

Palace track, R. Palmer made a successful attack on the 100-kilometer record, and incidentally made new world's records from thirty-four to sixty-two miles. In the first hour, Palmer covered 646 yards short of Stocks' world's record. In the second hour, Palmer covered over a mile more than Walters' former world's record of 60 miles, 1,205 yards. The 100 kilometers were covered in 1:59:47½, as compared with the previous world's best by Bouhours of 2:00:35. Appended are the chief new times:

Miles.	Time.	Kils.	Time.
*34-----	1:03:18¾	*55-----	1:03:38¾
40-----	1:14:52¾	60-----	1:09:30¾
45-----	1:24:38	70-----	1:21:41¾
50-----	1:34:45¾	80-----	1:34:10¾
55-----	1:45:10¾	90-----	1:47:03¾
60-----	1:55:20	100-----	1:59:47½
62-----	1:59:29¾		

Previous best.			
Time.	Mls.	Yds.	Name.
1 hour	32	440	Palmer
2 hours	62	450	Palmer
		30	1086
		60	1205
			Stocks
			Walters

*World's records from this point.

Yesterday, A. A. Chase, riding on the North Road, in quest of Walters' 50 and 100-mile records, covered 100 miles in 4:16:35, or 5 minutes and 10 seconds faster time than the previous best. Bidlake and Evans timed. This fine performance ranks as world's road record for the distance.

C. W. HARTUNG.

ORR HOME AGAIN.

Toronto, Can., Nov. 6.—George H. Orr, president of the Canadian Wheelmen's Association, returned to Toronto this week from his extended trip to the Pacific coast. Mr. Orr visited Vancouver, Victoria, Seattle, Tacoma, Portland, San Francisco, Winnipeg, Regina, and other points and will present his report to the executive committee of the C. W. A., at a special meeting to be held in this city next week.

Mr. Orr was interviewed by Bearings' correspondent at his office today and was very much averse to anticipating his formal report to the C. W. A. executive committee. He stated, however, that he had gone into matters

pretty fully and was pleased to have ascertained that the British Columbia wheelmen were loyal to the C. W. A. As to the attitude the president will recommend the C. W. A. to take in reference to the California Associated Cycling Clubs, Mr. Orr was extremely reticent. He stated that he believed a solution of the difficulty, which would be satisfactory to all parties, would be arrived at very shortly. In conclusion, Mr. Orr stated, that there was no war and no trouble in the C. W. A., and that both Victoria and Vancouver entertain hopes of future national race meetings, while Winnipeg will be a warm candidate for the meet of '98.

W. N. I.

WHEELMEN WERE VICTORIOUS.

Cincinnati, Ohio, Nov. 8.—The municipal election is over and the local wheelmen, with but one exception, have gained a complete and decisive victory. Every county official elected is pledged to support any reasonable request of the wheelmen while all the members of the next general assembly, with but one exception, from this county, are pledged to support a bill regulating the sprinkling of the streets and a reform in street cleaning in all cities in Ohio. The victory is even greater and more decisive than the grand victory of the wheelmen at the polls last spring.

The Cincinnati consulate is doing good service in obtaining wheelmen's privileges, and it is to the members of this organization that the credit of success at the polls is due. They personally saw each candidate, ascertained his views upon the question of wheelmen's rights, and then worked for several weeks prior to the election for the success of those candidates favorable to the wheelmen.

The residents of Hutchins avenue have taken the matter of street cleaning and sprinkling into their own hands, and the method adopted enables them to have clean streets with

only half the expense of the old method of slush and mud. The residents have formed an organization known as the Street Cleaning Reform Association, which employs a laboring man to take care of each square. His duty is to sweep the street by hand, and as soon as any dirt accumulates to remove it. C. F. W.

SANGER FROZEN OUT.

Milwaukee, Wis., Nov. 8.—Walter C. Sanger arrived home from Denver, where he has spent several weeks with a view of going after the unpaced mile record. Sanger said that he was just getting in the best possible shape for record breaking, when snow fell and spoiled his plans. While in training, he rode an unpaced mile in 2:10, and a third in :38. Later he rode the last third of two miles in :39 flat. Sanger said he felt as though the unpaced mile record was at his mercy, and never felt better in his life until it began to snow and he was obliged to return home. At present he is training, and has engaged Fails to handle him. It is quite probable that this is being done to get in trim for the races at Chicago. Sanger said that he would go after the one-fourth, one-half, and one-mile indoor records in the Windy City. O. H. M.

INDIANAPOLIS HOPEFUL.

Indianapolis, Ind., Nov. 8.—The members of the provisional meet club of Indianapolis are still confident that this city will have the '98 meet, and to this end a permanent entertainment committee has been appointed. The meet club is holding regular meetings and looking after such details in arrangements as are deemed necessary at this time. Albert Sahm, chairman of the temporary organization, is permanent chairman of the entertainment committee, and the other members are Evans Woolen, C. C. Foster, H. T.

Hearsey, Wallace Sherwood, A. C. Newby, and H. W. Reed.

The alleged interview with President Potter, published in a Chicago paper, to the effect that Indianapolis will not likely secure the meet, is discredited here, and believed to have been published for a purpose. While in Indianapolis the week previous to the publication of the story, President Potter stated to Indianapolis papers that he would not commit himself in favor of any city, but that in his opinion this city has a better chance to win than the other cities now in the race. He suggested that it would be well for Indianapolis wheelmen to increase the L. A. W. membership, but made no statement which could in any way be construed to indicate that Mr. Potter believed Indianapolis would be defeated in the race.

M. S.

CHICAGO NEWS.

Chicago, Nov. 10.—The seventh annual ordinary run of the Chicago Cycling Club was held last Sunday, and proved far more enjoyable than those of the preceding years, as the club abandoned the old Pullman course and took an old-fashioned cross country run. There were over thirty brave men who went on the run, and if the truth had been told by every one the fines would have aggregated nearer \$50 than the \$18 collected. The course taken this year was through the sands and woods west of Pullman, over roads which are said to be the worst around Chicago. Headers and falls were numerous, and no one was able to boast of having ridden all the way without a dismount or fall. Nicolet, Davis, and Van Sicklen were really the first men to reach Pullman, but they hid in the bushes near the finish and allowed J. H. Bawden to cross the line first and pay the \$1 for the honor. The last men in were J. P. Bliss, B. B. Ayres, W. C. Thorne, G. A. Thorne,

and W. S. Ellis, who took the easy road along Stony Island avenue. They had to pay twenty cents each.

The arrangements for the Michael-McDuffie and Michael-Titus match races for this week's end at the Coliseum are complete. The eight-lap track has been completed and the men are at work training for the races. Titus arrived in Chicago last week, and McDuffie and his sixteen pacemakers reached town Monday. Michael, who has been training at Atlanta, came in Tuesday night. There are about 100 entries for the short-distance races, which promise to be as exciting as the longer events.

C. G. S.

McGUIRE LEAVES CYCLING WEST.

Denver, Colo., Nov. 5.—John A. McGuire, who has for nearly four years been editor of *Cycling West*, the leading cycle paper west of Chicago, and secretary and treasurer of the *Cycling West Publishing Co.*, has sold out his interest in the paper to G. A. Wahlgreen with whom he has been associated since the inception of the paper.

E. A. B.

ST. LOUIS A. C. C. DISBAND.

St. Louis, Mo., Nov. 7.—After four years of existence, during which time they had met with and overcome opposition of all kinds and won for themselves the premier position among local cycling organizations, the Associated Cycling Clubs last night met for the last time, as, on a motion by Secretary W. P. Laing, the association disbanded and the funds in the treasury were divided among the clubs holding membership.

This action had been contemplated for some time past, as the organization was not as powerful as it had been, owing to lack of harmonious action among its members, and the prospect of restoring harmony was not bright. During its existence almost every venture undertaken was a

decided success—in fact, the only financial failure ever experienced was the tournament last August, which had to be postponed on account of rain. Outside opposition the A. C. C. could and did successfully cope with, but internal dissensions proved too much for them, hence the disbandment.

W. P. L.

A PLUCKY ROAD RIDE.

Boston, Mass., Nov. 8.—At 3.53 Saturday afternoon, Frank V. German, of Brockton, completed a ride of 342 miles after one of the most remarkable displays of grit and endurance that has ever been witnessed in this state, if not in America. German started at four o'clock Friday afternoon to establish a new mark for twenty-four hours of road riding. His course was surveyed and the trial in general looked after according to the requirement of the Century Road Club. The first century was completed under favorable conditions in 6:02:00, actual riding time. In twelve hours, 192 miles were covered.

After the first century was completed, the rider and his pacemakers were bothered considerably by the intense darkness and heavy showers which prevailed for more than two hours during the early part of the night and were the direct cause of numerous accidents, none of which, however, proved serious. At four o'clock Saturday morning, the pacemakers were disabled by a spill and the plucky rider cut his own pace for a distance of more than twenty miles, arriving at Brockton but one minute and thirty-four seconds behind schedule time.

During the forenoon he rode strong and continued to hold the pace to the finish, which was made at the corner of Warren and Forest avenues, Brockton, after twenty-two hours and one minute of actual riding. German finished in good form.

G. W. F.

EDITORIAL

THE GERMAN TROUBLES.

At the present time Germany is occupying the center of the cycle trade stage, and the American maker hears all sorts of rumors concerning the efforts of Kaiser William's subjects to stop the importation of American wheels into the Fatherland. According to the stories, the Germans are trying hard to have the duties raised; they are stealing American trade-marks, and are making cheap machines to which are affixed American name-plates. While there is some truth in some of these rumors, yet Germany is not quite so black as painted. It is true that she is endeavoring to raise the duty on foreign wheels, but didn't America pass the McKinley bill and practically kill the importation of English cycle materials? In this way the Germans are trying to protect themselves. It might be said that they should build better machines to hold their trade, but it must be remembered that but few of the German factories are equipped with up-to-date machinery capable of doing as good work as the American machinery. The Yankee merchants have gained quite a foothold in the old country, and even with the raised duty will be able to fight the Germans successfully. The increased duty will have a good effect on American imports, for it will bar out much of the cheap truck which is shipped out of this country under the impression that anything is good enough for the Germans. The people of the Fatherland do not want this trash, and the American makers should reef their sails and send wheels across the pond that will stand the searching examination of experts.

Regarding the trouble about the American trade-marks, a letter from a firm of German lawyers, published in our trade columns, shows that the Americans are largely to blame, for most of them have registered their trade-marks through their German representatives. According to the German law, a trade-mark belongs to the man who registers it and it belongs to him until he sells his entire business. If the American makers take the pains to have their trade-marks registered in their own names they will find that they will be protected by the German government and that they will be able to prosecute all infringers.

PROTECTING THE GEAR.

If there is one thing more than another which the chainless wheel promises to accomplish, it is the conversion of the American mind to the idea of protecting the gear (whatever its character may be) from the mud and grit of the road and the rust caused by the rain. The American rider has been, in the past, fanatically particular about adding one pound of weight to his wheel, and yet he has insisted upon riding a wheel with the chain exposed to the elements, to accumulate its increment of foreign material, causing an increased friction equivalent to ten or more pounds of added weight. We have laughed at English riders who use

heavier wheels than ours, and still the racing and touring records of Great Britain demonstrate that our English cousins ride their "ice wagons" with fully as much ease, if not more ease than we do, and every one knows that a wheel without a gear-case is a marked exception on the other side.

One of the few objections Americans have for the gear-case is the noise made by the chain rubbing against the case, but an authority on gear-cases says that there is really no reason why a gear-case, properly constructed, should rattle. Many persons are not aware that, because of the play permitted by the sprockets, the slapping movement of the chain is upward and not downward. With the gear-case properly arranged, the noise can be entirely obviated. Experience has shown that a gear-cased wheel can be made to run as silently and with as little back-lash as any cog-gearing. In fact, with the gear-case brought to perfection in this country, every virtue of the chainless wheel is met, while none of its possible faults are taken up. It is noticeable that every claim for the chainless is founded entirely upon the fact of the gearing being perfectly housed—the smooth running, the indifference to rain, mud, and dust, the reduction of lost motion, and other claimed advantages, are all gained the minute a perfect gear-case is fitted. Then the chain can be ridden with more snug adjustment, leaving no back-lash and relieving the chain from the danger of breaking.

The American gear-case has nearly reached perfection, and before the end of another season we shall have our British friends taking a few lessons from us on the proper construction of this necessary adjunct to a chain-driven wheel. We have improved with such rapid strides that we are already abreast of the foreign makers, and with a little more experience we shall be on the top notch. This great reform has been brought about by Bearings, and although we do not wish to "throw bouquets at ourselves," yet we can not but look with pride on the great reform we have brought about in the past two years. In '95, one could count the gear-cased wheels on the fingers of one hand; now they are in popular favor, and every manufacturer is either fitting them or making allowance for the fitting of them. Before the end of '98, they will be as common as professionals looking for a chance to make an honest dollar.

GROWTH OF MIDDLE-DISTANCE RACING.

The announcement that several of the American stars intend to give up short-distance racing to train for middle-distance paced competition work on the path will not surprise many. The grand prizes hung up in the middle-distance events offer great inducements, and the short open and handicap races are seriously crowded. James Michael may be held largely responsible for the rise to popularity of middle-distance racing in this country, his success in match races from fifteen to thirty-three miles having encouraged the Americans to attempt that form of the sport.

Unquestionably there is plenty of talent and latent ability in this country for the production of middle-distance stars, but it needs training and development, and the pacemakers require education in that branch. Frank Waller and the Jallu brothers taught us a great deal in the matter of fine pickups in pacemaking last fall and winter, and the big match races in the east this season further developed that most essential part of the work. Next season is certain to see much good sport in middle-distance matches, events which furnish plenty of interest and excitement, and which the public

thoroughly enjoy. In the open races from a half to the mile or two miles the real contest is virtually crowded into the last quarter and is over in the fractional part of a minute. The fight is exciting enough while it lasts, but is begun and ended so quickly that few of the spectators catch the details and appreciate the beauties of the finish.

On the other hand, a fifteen, twenty, or twenty-five-mile match race is a terrific battle of pacemakers as well as of principals, and every change of teams adds new interest to the event, while victory hangs in the balance for half an hour or more. With the development of our home talent and the coming of more foreign crackajacks, this class of racing is likely to become as popular in the United States as it is in France and England, where the middle-distance events are better liked than the sprint races.

Earl W. Peabody has justly earned the title of amateur champion of America for the year of 1897. He has raced in all parts of the country, has met the best men in his class and has beaten them repeatedly, and to cap the climax has broken the amateur record of wins held by A. A. Zimmerman, the greatest rider that ever straddled a bicycle. Peabody has won 104 firsts, 20 seconds, and 20 thirds during the past season and is good for many more races before old Father Time rings down the curtain for '97. There have been men who have beaten the Chicago Cycling Club star, but none can equal his great campaigning record, and his name will stand out on the record books as the best man in the amateur ranks for the past year.



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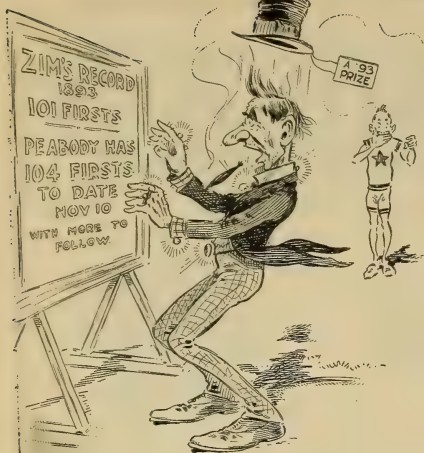


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TRADE

TRADE LETTERS

AMERICAN MACHINES BARRED.

**The National Show Management Will Not
Permit American Makers to Exhibit
Their Wares.**

London, Oct. 29.—Much public comment has been made upon the action taken by the Cycle Manufacturers' Association in deciding to bar American machines from the National show. The Daily Mail seems to have taken more serious notice of the matter than the other papers, and the opinion expressed upon the policy is an obvious endeavor to run with the hare and hunt with the hounds. I fancy that the management of the National show will regret its decision because, although for this year it will have the effect of keeping Yankee makers in the background, it will in the end drive them to the Stanley show—the entries for which are closed for this season—and will add another item of interest to the programme of the original show promoters. Indeed, I think that the Stanley Club will miss a big advertisement if it does not decide to find room for those American makers who have been barred from the National show this year, and no doubt the club could arrange for the accommodation somehow. I am most sorry that the Cycle Manufacturers' Association has taken this course, because it is not a diplomatic one even so far as the public is concerned. It is somewhat on a par with the tactics pursued by the Dunlop Tire Co., Ltd., which have been adversely commented upon by the press of this country.

It has always been our boast that fair play is given to every one in this land, but the barring of American machines from the exhibition, which should be the most representative one, does not come up to this ideal. The excuse is that American manufacturers hold such large stocks of machines that they would simply send them over here at clearance prices to the detriment of

English wheels. I should think that the English makers need not fear this, and, in any case, the argument hardly holds good, because there has been no objection to Messrs. Gaspipe, Solder & Co., Unlimited, exhibiting cheap cycles, beautifully enameled and plated, at a few pounds each. The public does not take very kindly to clearance lines in cycles, and, if it will not buy English machines at low rates, it will be even more suspicious of those which are imported. The excuse is a paltry one, and naturally leads people to think that the British makers are afraid of American cycles.

American Opinions.

Mr. Kitto, of the Gormully & Jeffery Mfg. Co., has been interviewed, and has expressed his disgust that there is a tendency here to generalize all American cycles as of the cheap and nasty order. "Why," he asks, "should the Cycle Manufacturers' Association bar us because a few American firms retail machines at \$20 and \$25 each? It would be as reasonable to prevent the leading English firms showing because a few little makers in Birmingham manufacture cycles to be sold to the public as low as \$19. The argument of the show committee is most illogical."

The English Makers Were Jealous.

S. A. Miles, who is described as "editor of a leading American trade journal," did not think that American enterprise would be crushed by the action taken by the show committee. He said that an attempt was made, when the barring of Yankee machines became known, to hold a rival show, and that a number of American firms were quite prepared to support this. Just why it did not come off is one of those things which always spoil these good ideas. Mr. Copping, of the Western Wheel Works, said he thought that the decision of the committee was a very bad one indeed and showed great weakness. He thought that admit-

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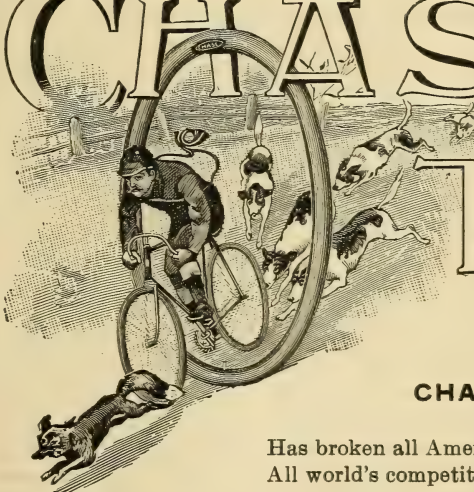
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Branches: NEW YORK, CHICAGO, PHILADELPHIA, BUFFALO, SAN FRANCISCO, LONDON.

Mention Bearings

tance should have been refused to firms advertising bicycles under certain prices. There is a great deal of common sense in this idea, but it would have had to be carried further and selling, not merely advertising, would have to have been the rule. Even then it would easily have been got over. I think that there is some ground for our makers objecting to many American firms and no doubt the import tariff has a great deal to do with the matter. It is hardly fair that American machines should come into this country duty free while English wheels going to America are heavily taxed.

The National Show.

There are 154 firms exhibiting cycles at the National show and the arrangements are such that the galleries of the palace will not be used as was the case last year. The partitioned Concert hall will be used instead and hence all the exhibits will be upon the ground floor. This will please all parties much better because, last year, it was quite evident that those firms whose stands were upstairs had little chance of attracting attention or competing with those in better positions. The galleries were always left to the last and frequently omitted on account of the necessity of catching trains, etc., and, even when visited, the public were already weary and not in the frame of mind to place orders, supposing, for instance, that they had not already done so with some of the firms on the ground floor. This year, things will be different in this respect and all will have a more equal chance. It is a pity that the size of the Agricultural hall does not permit of the Stanley Club following the good example.

C. W. BROWN.

GOOD CONSULAR ADVICE.

American Makers Can Dispose of Surplus Stock in Bavaria—Consul Thackara Tells How to Secure French Trade.

Washington, D. C., Nov. 8.—According to Consul Nusbaum, at Munich, Bavaria, bicycles of American manufacture have been on sale in that city only since the first of the present year, and these are mostly models of 1895 and 1896. Of late, however, our wheels have made deep inroads in that city and some of the local manufacturers will not make any machines while the present German duties on bicycles are so low. The dealers prefer American-made wheels on account of their being more durable, lighter in weight, and superior in finish. Cycling may be said to still be in its infancy in Munich, there being only 21,000 riders, or five per cent of the population. Local deal-

ers predict an increase of four-fold in the near future. Bicycle sundries have recently made their appearance in Munich, and Consul Nusbaum thinks there is an excellent opportunity for our manufacturers to unload some of their stock. He says it does not cut much figure if they are not of the very latest model, as the price is the most important part in the eyes of the Bavarians.

The average price paid for a high-grade wheel in that city is from \$40 to \$75 at retail. The law requires every wheel to be equipped with a brake. Double-tube tires and metal rims are preferred. It costs about \$3.75 to deliver a bicycle in Munich from New York, customs duties and freight included.

Important Advice From France.

A very able report has been received at the State Department from Consul Thackara, at Havre, France, and the suggestions made therein are of vital importance to our manufacturers. He says the steadily increasing number of letters, price lists, and circulars of American manufacturers received at the Havre consulate indicate the growing disposition on the part of business houses in the United States to find a market for their productions abroad. Strange as it may seem, very little activity had been displayed in this direction until quite recently, and even now the American manufacturer has much to learn in regard to the method of best introducing his goods in the countries of the old world. In almost every line of manufacture, from the simplest article of household utility to the most intricate piece of machinery, American products are equal, if not superior, to any on the globe. That they can successfully compete with those of other nations is a fact beyond a doubt, and the indefatigable efforts of American ingenuity to achieve perfection in every line should be followed up by no less strenuous endeavors to market the products of our factories.

Should Not Depend on Consuls.

Unfortunately, however, a great many of our manufacturers are under the impression that a quick and ready sale can be found for the articles which they offer without properly pushing them. They depend, in a great measure, upon United States consuls to distribute their catalogues in the cities where these officials are located, and then trust to the dealers to send on their orders by mail. That consulate officers are always ready to serve American interests will not be disputed, but the fact that it takes a man many years to become conversant with a single trade proves how badly fitted a consul must be to properly describe

and introduce the hundred and one things he is called upon to find customers for. It matters little how enthusiastic he may be in endeavoring to push a certain object or article of merchandise, for he can not explain or demonstrate either its superiority or the advantages of its use as well as can an expert salesman thoroughly acquainted with the line of goods. This fact is recognized by most of the great commercial nations of Europe, who know that their products must be pushed in this way if they wish to keep abreast of modern enterprise and competition.

Must Send Capable Salesmen.

If our manufacturers would send to France well equipped, intelligent commercial travelers speaking the French language, and provided with samples of the goods they wish to sell, it is certain that their goods would find a ready market in that country. These salesmen must not go to Europe with the idea of spending the least amount of money in order to make a good showing at the home office by keeping their expense account low. Good footholds are frequently obtained at a high price, but in the end fully repay the original outlay. It is also highly important that American manufacturers have their catalogues printed in French, with the prices in French currency, and measurements, weights, etc., in the metric system. German, English, and other European business houses adopt this system, and find that a great obstacle to their foreign trade is removed thereby. American manufacturers display not only a great deal of taste in printing elaborately illustrated catalogues, but also go to a great deal of expense in circulating them. Many of these find their way to the Havre consulate and are afterward given to the trade, but while they interest the dealer from an artistic point of view, they have little or no practical effect for the reason that they can neither be read nor understood.

The time for introducing American goods into France was never more favorable than at present, and our manufacturers can not afford to lose the opportunity offered them, through apathy, indifference, or economy in expenditures. Through the medium of personal letters, as well as the consular reports, the proper line of action has again and again been indicated to American manufacturers, but as yet the seed does not appear to have fallen on good ground.

Our Goods Discredited in Russia.

While American manufactures, such as bicycles, etc., are well established in Russia—through the direct efforts of the manufacturers themselves—and are recognized by

importers and consumers as the best of their kind, American manufactures in general are both discredited and handicapped in Russia, for two reasons.

The first reason is that European manufacturers, and especially those of Germany, fill the Russian market with inferior goods stamped and trade-marked "American," which, being accepted by the unsuspecting Russians as genuine American productions, discredit our manufacturers to such an extent that nothing short of active and persistent personal effort can push our goods into general use.

The second reason which operates against the introduction of American manufacturers is the long credit given by the British, French, German, and other manufacturers—credits based upon the reports of their agents, who traverse the empire and know exactly how far credits can safely be given.

A movement which should overcome both these difficulties is about to be put into operation by the Exporters' Association of America, an organization of American manufacturers devoted to the extension of American trade abroad, with headquarters in New York City. The association is about to establish at Warsaw, Russia, a sample room for the exhibition of American manufactures, together with an agency for their introduction into and sale throughout the Russian empire. This movement is calculated to be of vast benefit to the Russian importers and consumers, as well as to the American manufacturers. The address of the association is 66-68 Broad street, New York City.

How We Throw Money Away.

Consul Canada, at Vera Cruz, says the reason why European productions are preferred in Mexico, is not because they are superior, but because firms in Europe pay more attention to the needs of the market. The consul instances the ignorance of some United States shippers in regard to the meaning of the term "legal weight," which includes the weight of all inner packages and wrappers, only the extreme outside case being excluded. Fully forty per cent of the commodities specified in the tariff are dutiable on this basis; and in some cases, on account of the method of packing, ninety per cent of the duty must be paid on the useless wood. The consul speaks of the defective translations of catalogues sent to Mexico. Thousands of dollars, he says, are actually thrown away in the United States in having translations made that are incomprehensible to the people they are meant to reach.

It is gratifying to learn that American cycle machinery is gaining such a foothold in

Europe and that its superiority is acknowledged by those in a position to know. A well-known English writer, in discoursing on "Industrial conditions and competition of the United States," recently said: "The competition of the United States is being increasingly felt in all great branches of manufacture. This certainly applies in a specially marked degree to the mechanical industries. Let any one who desires to reach the bottom facts on this question look into the conditions of the equipment of our cycle factories. He will find that the great bulk of the machines used are of American origin. American rivalry has been the staple subject of the conversation of manufacturers when they meet, on 'change or elsewhere, and no danger that has threatened England's economic supremacy during the last half century is so serious or so likely to be permanent. H. G. WARD.

ROCHESTER NEWS.

The Gear Cutting Industry Is Prospering— The New Discovery of the Chainless Company.

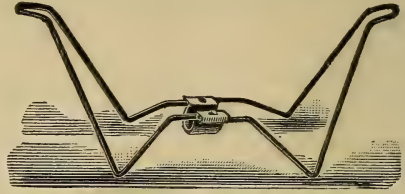
Rochester, N. Y., Nov. 6.—A surprise was sprung on trade circles this week when it was announced that the Miner & Fisk Co. had purchased the local carriage business of the Babcock & Studebaker carriage companies and would combine its bicycle business with it. The stock of bicycles and sundries of the Miner & Fisk Co. has been moved to the new store, 38 East avenue, a location that is one of the best that could be secured. The store extends through a block, there being entrances on two of the busiest streets of the city. The entrance on the East avenue side will lead to the bicycle stock and the east Main street entrance to the carriages. The leader of the bicycle line of the firm will be the Spalding, which has been one of its leaders, heretofore, and a model of the chainless of that make will be on exhibition in a few days. The company handled the Ariel, Lu-Mi-Num, Erie, and several other makes.

Affairs of the Shone-Hanna Co.

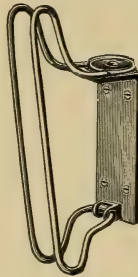
Vice-President R. J. Hanna and Secretary Geo. McTaggart, of the Shone-Hanna Co., have sold their stock and withdrawn from the company. The annual meeting of the directors of the Hall-Shone Co., held Wednesday, resulted in the election of the following officers: President and treasurer, E. H. Hall; vice-president, C. N. Hall; secretary and manager, H. L. Hall. The report of business for the last year showed that it was double that of the year previous and that the outlook for next year was most

favorable. The amount of trade is very satisfactory and the company is one of those that is playing "on velvet."

The business of the Snow Wire Works, in this city, has increased until now it is one of the foremost producers of wheel stands



in the world. Some new designs have been gotten out for the 1898 trade. The floor stand weighs 24 ounces, and is finished in



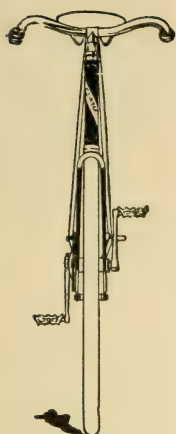
either black enamel, nickel, or antique copper. The wall stand weighs 14 ounces, and is finished in the same manner. The sale of these articles was enormous last season, notwithstanding that they are high-grade goods and came in competition with a great amount of inferior stuff, especially in the foreign market. An order was received this week for

over 5,000 of the holders to go to South Africa, which is an indication of the volume of the company's foreign business. The European trade will this year be controlled from the home office. Last year, something like 50,000 holders were sold to a jobber, who supplied the European demand. The company believes that by managing the business itself, it can secure a much larger market on that side, and has prepared for double the volume of business that was done last season.

Cutting Bevel Gears.

A large number of bevel gears are being cut by the Gleason Tool Co., of this city, for different manufacturers who are engaging in the manufacture of chainless wheels. James Gleason, superintendent of the works, says that many expert mechanics who at first opposed the bevel gear method of transmitting power on theoretical principles and not from any practical experience, have been completely won over to it after experimenting with the gears for a time. As regards the durability of the gears, he states that they will undoubtedly be the last part of the wheel to give out. The bevel gear requires greater nicety of adjustment than the chain, but once adjusted there is no necessity for a change on account of wear for a long time.

A visit to the Chainless Cycle Mfg. Co.'s



P. 270 N.

Clipper.... Bicycles

are the product of one of the oldest and most successful builders of "safety" bicycles. The Clipper factory is one of the 10 largest in America. The Clipper people have sold from 200 bicycles in '90 to nearly 12,000 in '97, with the aid of but \$1.00 per wheel spent in advertising. Clippers are sold on their merits and through the free advertising given them by satisfied customers. The New Clipper is the wheel you ought to buy at the price you ought to pay.

MADE
BY
THE **GRAND RAPIDS CYCLE CO.**
GRAND RAPIDS, MICH.

Mention Bearings

office disclosed the fact that the company expects to have some of its chainless wheels ready for delivery about the first or second week in December. The factory has been working full time on the chain wheels, of which it has a large stock on hand, and it is prepared to deliver them in large or small lots immediately. The company has made an effort to get out a good supply of the chain wheels so that their manufacture would not interfere with the making of the chainless for which it expects there is going to be a great demand. Offers have been received from different firms to take the foreign output of the company, and also from manufacturers who wish to use the mechanism in the manufacture of their own wheels. So far no shop rights to use the gear have been sold. The company has fixed the price of the chainless at \$100. The chain wheels are made in two grades at \$75 and \$50, and the Companion will list at \$100.

A new material is being used in the spur gears of the chainless wheel. It is a vegetable fiber worked under great pressure, and it is claimed that it is much superior to steel in that it is self lubricating, will not wear away, polishing by use, and is but one-third as heavy as steel. The workmen say that the stuff dulls tools much quicker than steel does.

N. E. C.

TOLEDO TRADE TOPICS.

Union-Made Wheels to Be Branded—Alexander Will Make the Alexis and Alexis Special.

Toledo, Ohio, Nov. 8.—Hereafter it is intended by the International Union of Bicycle Workers to have every wheel of union construction stamped with what will be known as the bicycle label, a design similar to the union labels used in hats and in wearing apparel, etc. The matter has been given considerable agitation of late and in a recent letter to the Toledo union, W. E. Rausch, of this city, who is national secretary-treasurer of the International Union of Bicycle Workers, says: "We are glad to announce that both the Machinists' and Polishers' International Unions have decided to co-operate with us in the production of a bicycle label, and that the design is now in the hands of the engravers, so that there will be no further delay in getting them out."

Alexander Will Make Wheels.

One of Toledo's best-known and representative cycle dealers, W. G. Alexander, and who, by the way, is a veteran in the business—perhaps the oldest in Toledo—has announced his determination to make 500 wheels next year, in fact, has a sample model almost completed. Mr. Alexander

has gained for himself much prestige by his representation of the Barnes, Stearns, Racycle, Volant, Crescent, and other wheels, and the further fact that he has been one of the most successful salesmen in Toledo, will be of material help to him in the manufacture and sale of his own patterns. The wheel will be known as the Alexis, and Alexis Special. It will be made in three models and will be all flush joints, with $2\frac{1}{2}$ and 3-inch drop, according to frame heights. The general points to be followed are one-piece continuous crank and crank-hanger, $1\frac{1}{4}$ -inch tubing, 22-inch frame, 5-inch head, $1\frac{3}{8}$ -inch head tubing, 3-inch drop in hanger, barrel hubs, 28-inch wheels, detachable 7, 8, and 9-tooth rear sprockets, 17 to 30 tooth front sprockets, 3-16 inch hardened chain, $\frac{3}{4}$ -inch D rears, $\frac{7}{8}$ -inch lower rear stays, tapered to $\frac{3}{4}$ inch, options on all saddles and tires.

Associated with Mr. Alexander are Stanley Keppler and Jap Keppler, who will be in charge of the mechanical department of the new industry.

In addition to his own line of wheels, Mr. Alexander will handle the Crescent wheels, and may have the agency for either the Barnes or Columbia. It is certain that he will not have the Stearns agency the coming season, though it was understood that arrangements to that effect were made recently with F. Howard Tuttle, of E. C. Stearns & Co. Mr. Alexander hopes to find a ready market for his wheel, which will list at \$50, and which will be constructed throughout of the best material available.

Another of the bicycle travelers, George E. Curtis, of the Snell Cycle Fittings Co., has joined the great army of benedicts and is now not only comfortably located in an eastern office in the St. Paul building, New York City, for the Snell company, but has Mrs. Curtis for a companion. The nuptials were celebrated Wednesday, October 27, in Philadelphia, Mr. Curtis' bride being one of the belles of the Quaker City. Cards have been sent out by Mr. Curtis to his former associates in the trade here in Toledo. He has taken apartments in the Manhattan hotel in New York City.

Bicycle workers are jubilant because of the election to the state legislature of J. C. MacBroom, a metal polisher in the Lozier factory. Organized labor is well satisfied with the election of Mr. MacBroom, who is thoroughly in touch and keeping with the laboring element. Mr. MacBroom is back at work in the Lozier factory, having taken a short vacation on account of the work incident to the campaign. His election expenses, other than his campaign assessment, printing, and hotel bills in the country,

did not amount to \$10. He had good friends working for him with no thought of pay.

Yost Is Popular.

It is noticeable in this connection that Yost's factory is working a larger force of hands than at any time this season. Mr. Yost was pre-eminently the people's candidate for treasurer, and had with him not only the laboring element, but the best class of Toledo's citizens, bankers, merchants, and laborers alike. Last year, the average republican majority in Lucas county was 2,973. In Toledo, the republicans had a majority of 2,300. The Second ward, which has invariably gone democratic, gave that party a majority of 303 last year. This year, Mr. Yost carried his own ward by 551 majority. His combined vote in the ward was 1,063, against 512 for his republican opponent, George J. Waldvogel. Toledo gave Mr. Yost 11,176 votes, against 9,395 for his opponent, a majority of 1,781; in Lucas county, Mr. Yost had a majority of 1,589, securing 12,740 votes, against Waldvogel's 11,151. The election was an unmistakable evidence of his popularity, and the result gives great satisfaction to Mr. Yost's friends in the bicycle industry. It is probable that when Mr. Yost takes up the duties of his office at the court house the management of the Yost bicycle plant will fall to his eldest son, Charles A. Yost, since the latter has been the acting general manager for several weeks.

Meilink Hubs.

Charles F. Meilink, of the Meilink Mfg. Co., makes the announcement that hubs will be the principal feature of the company's business during the coming season. Mr. Meilink says: "The outside appearance of the barrel of our hub is exactly the same as the turned hub, although it is rolled from tubing by a special process on which we own several patents. We are enabled by these processes to give the trade a perfect hub blank, which will run as true and accurate as a turned blank, although it is made of tubing. The operations through which the tube passes are but few. The metal is never heated during the entire process, consequently leaves no scale, and the surface of the hub is easy to finish. Another new device we have is an expander used for clamping the saddle-post or handlebar, which is also of very simple construction. In addition to this we have been named special agents for a number of lines of supplies, which we shall carry in stock for the benefit of Toledo and surrounding trade."

If present negotiations for the reorganization of the Harden Saddle & Specialty Co.



IT PAYS

to keep the experienced riders on your side.

Remember how many there are now, and how many more each season adds. Remember that besides their own purchases they practically do the ordering for an immense proportion of new riders who come to them for advice.

Now, what do the veterans want? The best of everything. The best of tires—they know what it is to have light, resilient tires under them throughout a long run. They know that cheap tires are dull and heavy. What they save the pocket comes out of the body—the extra effort required to drive them through a single day's run uses up enough bodily vigor to pay the difference in cost.

LEAGUE tires help the rider. Made of the finest Para rubber—not a grain of soft rubber or substitute in them—they dance with life and lightness. Specify them on your wheels—they “get there and get back,” and good riders know it.

NEW YORK BELTING & PACKING CO. LTD.

Chicago 143-145 Lake St.
 New York 25 Park Place.
 St. Louis 210 North 12th St.
 Indianapolis 79 S. Illinois St.
 Philadelphia 308 Chestnut St.
 Boston 24 Summer St.
 San Francisco 509-511 Market St.



go through, Toledo will have as large a saddle and specialty company as can be found in America. Samples of the '98 saddles were shown in New York last week to nearly all the leading dealers, and they were practically unanimous in their expressions of admiration for the Harden. It is designed to fill the general demand for a medium priced bicycle saddle, and at the same time it is constructed so as to ride easy and be durable.

Numerous tests have proven the Boice puncture-proof tire to be all that is claimed for it and the manufacturer, John R. Boice, will have the tire manufactured in large quantities for the coming season. Last year it was a new field of trade for Mr. Boice and but a few pairs were put out at first as there had been so many alleged non-puncturable tires and not a little prejudice had developed. In addition to the puncture-proof tire, Mr. Boice will also put on the market the Boice spring saddle, a patent that found ready favor with the trade last year.

The capital stock of the recently reorganized Standard Tube Co. has recently been increased from \$18,000 to \$24,000. President Charles M. Fairchild says the plant will be running about seventy-five employees very soon as orders are coming in rapidly, and the outlook is considered very favorable by him.

A Quick Repair Tool.

Messrs. Pool and Davis, of the Monroe Cycle & Mfg. Co., have recently perfected a quick repair tool, which will be put out for single-tube tires. It is claimed for the new device that it will repair punctures from that made by a large nail down to the smallest pin, besides mending punctures on buggy and carriage tires with the same ease and rapidity. Local parties are negotiating with Messrs. Pool and Davis for the purchase of the device, with a view to manufacturing it, and if this deal is not consummated the inventors will put it upon the market themselves.

In an interview one day last week, E. W. Gage, secretary of the American Weldless Steel Tube Co., gave out the following significant announcement: "Our business on rear forks and stays last year was so satisfactory that we are enlarging our department for manufacturing them, and at the present time are making about 1,000 pairs a day; this we expect to increase as the season opens. This year we have gone into the manufacture of forks and stays extensively, and of course expect to make a large quantity. Of course we are gradually getting into shape to fill all orders for bicycle tubing for '98, and expect to put out about 300,000 feet a month. We have suffi-

cient orders at the present time to do this and keep us running the entire season. We have a new rear fork for '98, which is $\frac{7}{8}$ -inch round at the crank-hanger, then cranked D and tapered to $\frac{3}{4}$ -inch at the rear end. This fork appears to be the correct thing for '98. We have sold a great many thousand pairs and have plenty of orders for the future. We have no traveling men or agencies, but are selling our output by correspondence."

VANCE PRATHER.

CINCINNATI TRADE JOTTINGS.

W. C. Lefebre & Co. Enter the Retail Trade—Two Firms Will Make Bicycle Shoes—Waverley Branch to Be Sold.

Cincinnati, Ohio, Nov. 8.—A new retail firm entered the local field last week. It is W. C. Lefebre & Co., which recently did business in Milford, Ohio. As yet the firm has no agencies but has several of them in view.

The J. Sachs Boot & Shoe Co., of this city, will manufacture a large quantity of bicycle shoes for the coming season. Louis Straus, the representative of the company, will leave on an extended business trip during the coming month. His territory will extend through the middle and southern states.

Harry Millward, of the Gormully & Jeffery branch, will travel in the interests of the Rambler through Ohio, Indiana, and Kentucky. William L. Smith, manager of the local branch, announces that the '98 models of the Rambler will arrive during the coming week.

Harry Browne Will Buy Waverley Branch.

The branch house of the Indiana Bicycle Co. will be sold January 1 to Harry R. Browne, the present manager. Mr. Browne will continue business at the old stand and although he will make a leader of the Waverley, he will also handle several other good machines. William A. Stone, the assistant manager, will doubtless remain with Mr. Browne, although he has several flattering offers with other cycle firms.

Harry Anderson, assistant manager of the White branch, left the employ of that company and returned to his former employers, the Duhme company. Mr. Anderson was formerly manager of the bicycle department of the Duhme company. He is at present manager of the Y. M. C. A. Bicycle Club, the largest bicycle club in the city.

H. A. Lozier, president of the Lozier Mfg. Co., was in the city, the guest of J. E. Poorman. The chief object of the visit was the completion of arrangements for handling the local agency of the Cleveland.

One of the largest contracts for catalogues

let in this city was that of J. E. Poorman, manufacturer of the Poorman bicycle and of athletic and sporting goods. The catalogues are to be delivered December 15. The Poorman will be made in four models and in two grades, and finished in any color to suit the purchaser.

Last week the local dealers were kept busy looking over the samples shown them by the many traveling men. Among the firms represented was the Lozier company, of Cleveland, represented by Jonas Feighner, the Shepherd Bicycle Co., of Chicago, makers of a wood-frame bicycle, and the Chicago Stamping Co., represented by H. C. Tillotson. The last named company manufactures the United States bicycles and placed the local agency with the Charles Hanauer Cycle Co.

T. Gerry, of the Holmes Mfg. Co., of Boston, secured large orders for sweaters and cycling goods among the local dealers. He has had a good season and did a good business during his present trip.

Charles Meis & Co., large makers of shoes, have entered into the manufacture of bicycle shoes on a very extensive scale. Charles Levy, manager of the company, is confident of making a success in the new venture.

C. F. W.

AFFAIRS IN CLEVELAND.

Cleveland, Ohio, Nov. 8.—The Patterson-Sargeant Co., a large manufacturer of mixed paints, is putting out an unusually fine line of air-drying bicycle enamels that are guaranteed to be the equal of any upon the market. The first enamels made by this company were put upon the market in '95 and its goods have therefore long passed the experimental stage and are standard. The company's line of colors include primrose, Syracuse yellow, vermilion, Sterling green, rose, white, Columbia blue, and black. The company is also introducing something new in the shape of a varnish, put up in small cans, for renewing wood rims, dress guards, etc. All the goods are put up in quarter-pint Palmer patent cans, which can be closed and sealed again for future use if the contents are not all used when first opened.

W. F. Pierce, 1170 Pearl street, expects his new wheel, the Lamont, to be quite a factor in Brooklyn trade the coming season. The machine is a slightly one, having flush joints throughout and handsome lines. It has the Fauber cranks and is equipped with Le Fevre chain, Brown saddle, Kelly adjustable handle-bars, and the best of tires and pedals. The list price is \$45.

The Morgan & Wright's branch and free

repair shop has been removed to the second floor of the new block of the Britton Printing Co. on Erie street, almost directly across from the old location in the Lozier building.

Spider Cycle Co. Stock Sold.

The remaining stock of the Spider Cycle Co., on Euclid avenue, has been sold to a well-known real estate man, removed to a storeroom farther downtown and is being disposed of at auction. The stock consists mainly of McCunes, Howes, and a few Crescents, for which very low prices are being paid. The store of the Spider company has been closed.

The Moore Company's Pedals.

The line of pedals handled by the well-known A. L. Moore Co. has for the past two years been among the most popular upon the market, and it is estimated, basing the output from sales already made, that the demand will reach half a million pairs for next season's use. The line is all of the continuous band style; the joint being electrically welded, and consists of the Banner, King, Queen, Leader, and Spinaway. The export trade has been very large in these goods, and they have met with a flattering reception on account of their lightness and strength.

A comparatively new addition to local concerns engaged in bicycle work is the American Plating & Mfg. Works, at 294 Central avenue. This company claims a superior process in plating which gives a fine white malleable deposit, having, it is said, double the lasting qualities of nickel deposited by any other method. Several of the small local manufacturers and also a well known handle-bar concern are having their nickel plating done by this company. Samples of the company's work can be obtained free of charge by sending to them, carriage paid, any small bicycle part. Increased facilities have lately been added and the company is prepared to get out large orders upon short notice. W. H. C.

CHAINLESS WHEELS AT \$50!

New York City, Nov. 8.—Last week a department store of this city advertised Columbia chainless bicycles at \$50, and in consequence there was excitement in wheel-dom. There was a rush of buyers to the store to order a wheel and then another rush to the Pope agency to see how it was that chainless wheels were \$125 in one place and \$75 less in another, especially when it had been stated that all Columbia chainless bicycles would be sold at \$125.

The Pope people claim it is merely an advertising dodge of the firm in question, in order to call attention to their other ma-

chines, and that the two chainless wheels which they show as samples were bought from the Pope Mfg. Co. at the regular price.

When a purchaser calls at the store in order to get one of the chainless wheels advertised, his order is taken, and a receipt given for the \$50. The receipt speaks of the amount of money paid and expressly states that it is for one Columbia chainless bicycle. At the same time it does not bind the firm to delivery, for it says that in case it can not fill the order within thirty days the money will be returned to the buyer. In other words the firm will have the use of the riders' money for thirty days, when it will return it to them. For it is hardly reasonable to believe that a firm is going to sell a bicycle for \$50, which costs them \$125. Such a proposition may seem all right in the gold brick business, but the average New Yorker is thought to have a few more grains of sense than is attributed to those who buy Klondike bargains. It is possible that the firm will even sell one or two of the wheels at the price mentioned, but as they are booking about fifty orders a day from people who expect "something for nothing," it is unlikely that all of them will be filled.

Merseles' Trip.

T. F. Merseles, of the Western Wheel Works, has returned from Europe, where he made some advantageous deals for his firm. He established numerous agencies in Russia, Norway, and Sweden, and altogether accomplished some good work on his two trips across the water. Although Crescents will be well received on the other side, Mr. Merseles says it is useless to try and sell bicycles of no reputation over there, because the people are afraid of them. In some parts of Germany, there are American bicycles selling for less than \$30, solely because they are unknown.

"I am going to Chicago in a few days, and will then be able to talk of chainless bicycles," said Mr. Merseles, when questioned about the possibilities of the Western Wheel Works fighting the Pope patents on the bevel gear. "At the same time I can positively state that the Western Wheel Works has entered into no combination, of any kind as has been reported."

'98 Victors.

Two models of '98 Victor bicycles were shown at the New York branch of the Overman Wheel Co., 23 Warren street, last week and excited considerable admiration. The main feature of the wheel is the manner in which the chain and sprockets are cut. The Overman people claim that by their manner of cutting the sprockets inward,

there is less friction on the chain and that the accumulation of dust or mud on the chain is impossible. Other improvements are a new hub construction, different style of head adjustment, D-shaped upper and lower rear forks, and a 2-inch drop in the crank-hanger. One style will list at \$100, while the other will sell at half that sum.

Many inquiries are being received by the Dreadnought Tire Co., 253 Broadway, New York City, in regard to their new production, which has already met with considerable favor in the trade. Many of the racing men of the district, who are riding on the flat floor, have adopted the tire as the best for that style of the racing game. It holds the corners, and does not slip, even when riding at top speed on the unbanked tracks of the armories.

J. S. Bretz, of R. H. Wolff & Co., has been on a four weeks' trip through the west as far as Denver, and reports the brightest of prospects for Wolff-American cycles for '98. His trip was partly one of pleasure, but he naturally kept a lookout for business for the High Art bicycles.

Tonkin & Smith will handle the Cleveland in Brooklyn next year, arrangements having been perfected last week. The Cleveland branch in this city will probably remove to the old Broadway spot, where the wheel is so well known.

A. Featherstone, of Chicago, has been in New York City during the past week, and contemplates the establishment of a branch. Arrangements will be perfected this week.

A. R.

AMERICAN WHEELS IN CANADA.

Toronto, Can., Nov. 6.—The past season has witnessed an enormous increase in the importation of American wheels, especially in the cheap grades. For the year ending June 30, 1896, there were imported from United States into Canada 15,543 bicycles, and for the year ending June 30, 1897, the number jumped up to 23,601, an increase of over 8,000 in one year. Of this large number no less than 8,500 wheels were imported into Toronto alone. This is nearly equal to the output of any two of the largest Canadian factories. It is needless to add, that this condition of affairs is not viewed with satisfaction by the Canadian makers. Under the present tariff, bicycles are imported at thirty per cent duty, and as American low-grade machines are invoiced away down, the duty collected on them is comparatively a small item; it is therefore more than likely, that strong representations will be made to the government that an adequate specific duty should be immediately placed on bicycles, in order to develop

what is already a very important industry in this country.

It is also more than likely that next season the Canadian manufacturers will reduce the guarantee on bicycles from one year to two months. There is little doubt but that the manufacturers have been greatly imposed upon in the past in the matter of the twelve month guarantee.

Frank Rosebrugh, who for the last five years has successfully managed the local agency of the Goold Bicycle Co. in this city, has resigned his position. It is likely that Mr. Rosebrugh will embark in the bicycle supply business, for which his extended experience and large business connection especially qualifies him.

Richard Garland, the Canadian manager of the American Dunlop Tire Co., left last week on a business trip to the Pacific coast. He was accompanied by A. T. Johnston, ex-president of the Athenæum Cycling Club, of this city. W. N. IRWIN.

A THRIVING CITY.

Painesville, Ohio, Nov. 8.—The bicycle business in this busy little city has been an improvement over last year, and as nearly as can be estimated, her 5,000 inhabitants have invested in about 700 wheels. The city does not boast an exclusive bicycle store, although such an establishment did exist all last year and up to September 1 of the present season; then the concern went under. The leading dealer, probably, is W. W. Morrison, who keeps a carriage

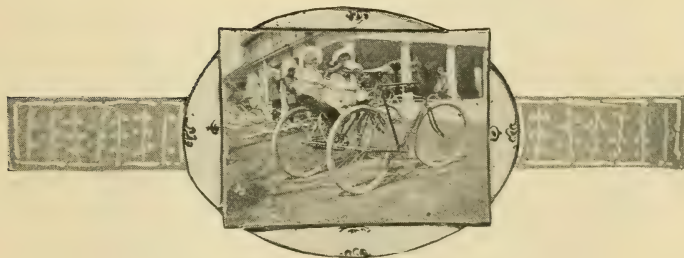
repository and handles the Lozier line of bicycles. His sales ran slightly over 200. Mr. Morrison also represents the Lozier interests upon the road during the traveling season.

Geo. W. Blackmore is a close second. He runs a gentlemen's furnishing establishment and sells the Tribune, Crescent, and Columbus. F. E. Stiverson, carriages, sold the White exclusively, disposing of probably 125, mostly second-grade machines. C. C. Finneran & Co. made a leader of the Stearns, but also sold the Orient and a special cheap wheel called the Garfin. This is the house that went out of business September 1.

Grant Key, jeweler, sold the Columbia and Hartford. The Pope Mfg. Co. had no agent here last year and Mr. Key is new in the business, but he sold quite a number of wheels. G. W. Blackmore & Sons, hardware, sold the Sunol, Waverley, Hercules, Patee, and Stella, while Thorpe & Keys, carriages, handled the Eldredge, Belvidere, and Featherstone line.

In addition to these regular dealers, there are three repair shops, run respectively by John Blackmore, George W. Mead, and J. T. Welsh. The first named is the leader, as he has a brazer, vulcanizer, and enameling oven. John Rice, an employe at the Storrs & Harrison nurseries, has secured the agency for the Yellow Fellow, which is quite a local favorite, for next season, and will probably open a store in the spring.

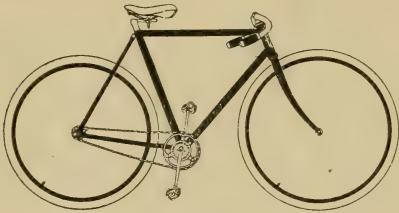
W. H. C.



PEOPLE AND THINGS

THE LOZIER LINE.

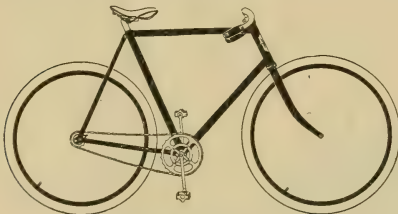
H. A. Lozier & Co., of Cleveland, Ohio, faithful to their promises, present for the consideration of the '98 trade a line of bicycles distinctive in quality and embodying many valuable and new features. The principal points of the new line may be briefly enumerated as follows: Flush joints



Model 39.

throughout, overhanging sprockets, internal handle-bar fastener, new crank fasteners, hollow axles, simplified arrangement for spoking rear wheel, and improved self-oiling bearings with new system of adjustments.

This last named feature is the latest invention of George A. Burwell, mechanical engineer and general superintendent of the Lozier factories. More complete description, with illustrations, are promised for a later issue. The tendency in the direction of lower list prices has produced conditions promptly met by the Loziers and the new



Model 35.

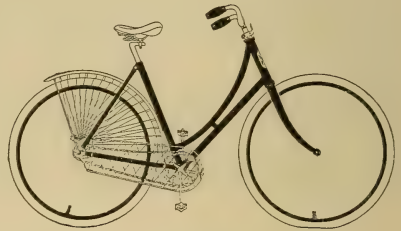
models are listed at \$50, \$65, and \$75. A special racer, which will list at \$100, will also, in all probability, be built, but details concerning this machine are not yet obtainable.

The \$50 wheel, Models 35 and 36, are exceptionally fine bicycles, and will be the exclusive product of the Westfield factory. Burwell bearings, Cleveland chains, and interchangeable sprockets are features, and in style and finish they will be equal to the best Cleveland types.

Model 35, diamond frame, is built upon

the same lines as the famous Model 29 of '97. Cleveland cross-thread tires and Wheeler saddles will be the regular equipment. The agitation of the inclosed chain idea has stimulated preparations for a good trade in Cleveland gear-cases, which last season met with a very flattering reception. Improvements have been made, and they will be sold to the trade at a price corresponding to the reduction in general list.

Regarding the reduction in prices, H. A. Lozier, Jr., general manager of the Lozier interests, expressed himself as follows: "While we have been prompt in meeting the changed conditions of trade, we shall curtail no expense where the quality of our product is affected. Our \$50 wheel is better value today than we could have given two years ago at double the price. We expect to more than double our output, and we will sell every wheel we can make. As regards manu-



Model 36.

facturing capacity, we did not start our Westfield factory until the season of '97 was well advanced, and only about 6,000 wheels were put up at that point. The capacity has now been brought up to that of the Toledo plant, which makes a combined output of 400 wheels every ten hours. Our wheels are sold to regular bicycle dealers only; we do not make a jobbing line, nor do we have any dealings, directly or indirectly, with department stores."

Any one familiar with the history of the bicycle trade will acknowledge that the success of this house has been phenomenal, and due entirely to the fact that the bicycles built at their factories are just what is claimed for them—"On the Square."

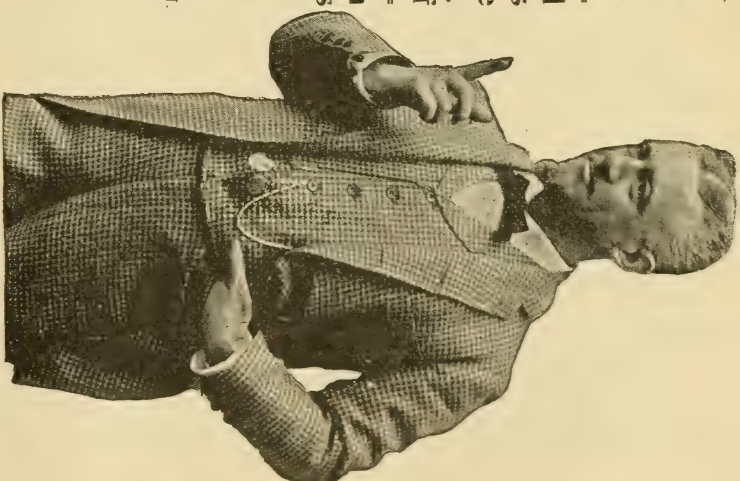
H. A. Lozier & Co. are among the recognized leaders in the foreign trade. They have made a study of the requirements of European countries, and, being on the ground, know what is needed. The foreign specifications convert the American bicycle into quite another article. (Special mud

SPEAKING OF CARBON

WE give below for the information of Bicycle Manufacturers and riders in general throughout the United States, the result of an impartial test at the United States Government Arsenal, Watertown, Mass. You will observe that carbon alone does not determine the value of tubing. It is material of a high elastic limit and percentage of elongation which will stand the greatest number of vibratory strains and resists the hardest shocks. You have in **"SHELBY TUBING"** the greatest safety to riders.

*Makers of high grade wheels are using it.
Riders should insist that their mount be made of it.*

MARK OF TEST PIECE.	ADVERTISED AMOUNT OF CARBON.	ACTUAL AMOUNT OF CARBON.	ELASTIC LIMIT.	ELONGATION.
11		.26	32460	19.5%
24	.50	.40	35740	11%
20		.39	36320	14.5%
15		.37	39490	24%
88	.30	.32	40370	27%
				"SHELBY"



THE SHELBY STEEL TUBE COMPANY,

Main Office and Works, Shelby, Ohio, U. S. A.

Eastern Office and Wareroom,
144 Chambers St., New York.

European Office and Wareroom,
29 Constitution Hill, Birmingham, Eng.

Western Office and Wareroom,
135 Lake St., Chicago, Ills.

guards, special tires, special brakes, and a half-dozen other special equipments are all necessary to satisfy the tastes of riders in the various countries. The 1898 roadster for European and other foreign trade, with all its extra construction, is listed at \$100.

TRADE-MARKS IN GERMANY.

In the October 7th issue of *Bearings* was printed the report of Consul-General de Kay, Uncle Sam's representative at Berlin, in which in speaking of protecting American trade-marks in Germany, was said:

With regard to the protection of trade-marks on American bicycles, Mr. de Kay reports that very few cases of trade-marks taken out by Germans with intent to interfere with American sales of the bicycle thus marked have been brought to his attention during the present year. He has no means of knowing if any exist, unless he is directly notified of the fact, since cases of this kind are very rarely mentioned by the press. But the entire status of trade-marks and patents is at present in a peculiar condition.

According to the lately issued law, the German chancellor has the power to give or withhold a protection in Germany on trade-marks of foreign origin. He has the power of reciprocity toward foreign countries. If he publishes in the official organ a decree that the trade-marks of a given country are to be held inviolate, then, and not till then, can a German who uses a foreign trade-mark be held to answer before the court. When we consider the reason for the granting of this power, we see at once that it was given in order that the chancellor should be able to demand some substantial return for the privilege. We may be certain, therefore, that it will not be extended to the United States without a privilege granted in return. Yet, under article XVII of the consular convention with Germany (December 11, 1871), American citizens should enjoy in Germany the same protection—"with regard to patterns and marks of manufacture and trade"—as Germans.

Exceptions are taken to this by A. Rohrbach & Co., patent agents and consulting engineers at Erfurt, Germany. In a letter to *Bearings*, Rohrbach & Co. say: "Mr. de Kay may be quite right when he says that very few cases of trade-marks belonging to United States citizens registered in Germany by Germans have come to his notice. He is quite right, for who should have an interest in giving such information? The owner of the U. S. A. trade mark may never think of such a thing, and no one else will take the trouble. To show you that we are right, we beg to refer you to the Imperial German Gazette, where you will find the following registrations for European firms, undoubtedly of American origin: Juwel, Regent, Columbia, Kangaroo, Matchless, Stern, Stearn, Excelsior, Monarch (the word as well as the lion), Fleetwing, Cleveland, Wanderer, Mars, Companion, Cyclon, National, Favourite, Atlantic, Stellite, Noris, Crescent, Rambler, Veeder, Phoenix, Clipper, Yellow Fellow, Mustang, Eldredge, Belvidere, Rapid (with a picture of a fox), Old Hickory, President, High Art Cycle, Tiger, Patee, etc.

"In most of these registrations simply the names are registered without any picture or scroll work, therefore any one wishing to register any kind of figure representing or bearing the name of any one of the above-mentioned entries will be debarred from registration. Assuming that some of the above entries are registered by the present agents of the American firms in question, any change in the person of the agent will debar the home firm from further using the trade-mark in question unless the present owner of the trade-mark sells his whole concern, lock, stock, and barrel to the firm he has represented or to the new agent; otherwise the trade-mark can not be transferred, and the present, or temporary owner, remains the rightful proprietor of the same. Would it not have been better for the American firm to have filed the trade-mark in its own name? According to Mr. de Kay's article, it appears as if the German law on trade-marks was so laid down that an American citizen could not get a lawful trade-mark registered in Germany, or any one infringing the trade-mark of an American registered in Germany could not be held liable.

"That is not so. A trade-mark registered for an American in Germany is fully legal, and any one infringing this trade-mark will be prosecuted according to law the same as if the trade mark in question had been registered by a German. We shall be very glad to take up any case of infringement for any American house, and are sure the result will be as indicated."

THE SMITH DUST-PROOF HUB.

A number of novelties for the '98 trade are being shown by Roger B. McMullen & Co., 139 Lake street, Chicago, manufacturer's agent for Garford, Hunt, and Brown saddles, drop forgings, and the J. C. Smith & Sons Co.'s line of parts. Among these is the new Smith dust proof hub, shown herewith. The improved feature in this is the closed left-hand or step end. The tubular end of the barrel is swelled out or expanded for the reception of the ball cup, which is pressed in till it seats against the shoulder thus formed. Then a steel plate, perforated at the center for the introduction of the cone, is forced in till it is flush with the end of the hub, so that when ground down and nickel plated, the joint is imperceptible. The sprocket end of the hub is fitted with a screw-threaded ring also carrying a centrally perforated plate. The balls are retained in place by means of a brass sleeve surrounding the axle and projecting into each cup sufficiently to prevent the dropping out of the balls. In case of necessity the balls in the

REGISTERED
TRADE  MARK

REGISTERED
TRADE "FAUBER" MARK

100,000 Fauber Hangers for 1898.

TWO STYLES OF CRANKS,
TWO STYLES OF SPROCKETS,
TWO STYLES OF BRACKETS.

New Styles will be Covered by Design Patents.

We have licensed the following manufacturers to use one-piece crank-axes:

Acme Mfg. Co., Reading, Pa.
Barnes Cycle Co., Syracuse, N. Y.
Bean-Chamberlin Mfg. Co., Hudson, Mich.
Buffalo Cycle Co., Buffalo, N. Y.
Buffalo Wheel Co., Buffalo, N. Y.
Globe Cycle Co., Buffalo, N. Y.
Heinz & Munschauer, Buffalo, N. Y.
Keystone Match & Machine Co., Lebanon, Pa.
Konigslow, Otto, Cleveland, Ohio.
St. Nicholas Mfg. Co., Chicago, Ill.
Timmerman, O. W., Assignee, Little Falls, N. Y.
Union Cycle Mfg. Co., Highlandville, Mass.
Welland Vale Mfg. Co., St. Catharines, Ontario.

DROP FORGINGS CONCERNS

making one-piece cranks for other than licensed parties will be held liable for infringing and damages.

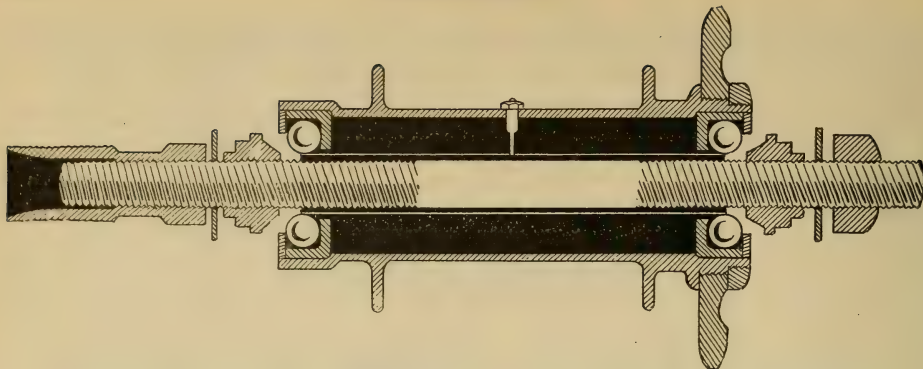
DEALERS

are warned against handling bicycles infringing our patents.

W. H. FAUBER,

70-74 W. Jackson St., - - CHICAGO, ILL.

Mention Bearings



The Smith dust-proof hub.

closed end may be removed by partially withdrawing this sleeve, and a broken cup can be replaced by forcing out the end plate. Adjustment is effected with either cone.

Another new product of the same Milwaukee concern is a tapered gauge fork stem having a closed lower end for open fork-crowns. The heavy gauge is, of course, at the lower end where the connection with the crown is made and where liability of breaking is greatest. The J. C. Smith & Sons Co., whose product is handled exclusively by Roger B. McMullen & Co., is also manufacturing tapered rear fork-sides in round, oval, and D section, both straight and cranked, and a stamped flush-joint hanger.

Several new models of Garford saddles have made their appearance. There are no radical changes, but padded seats are to be extensively manufactured and the coil-spring style is to be equipped with two coils in place of the single central coil in the previous models.

THE BURTON BAR INTERFERENCE.

A very interesting patent interference case was that of *Bott vs. Burton vs. Gatchell*, arising out of applications for letters patent on an adjustable handle bar, which was decided September 30, 1897, judgment of priority of invention being awarded to Thomas H. Burton, of Chicago, and limit of appeal expiring October 20, 1897.

The issue in controversy is defined as follows:

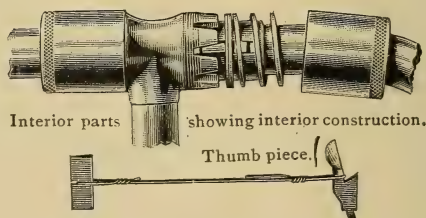
In a bicycle, the combination of a horizontal socket on the stem; a hollow handle bar rotatively mounted in said socket, said handle-bar and socket having complementary locking members, one extending within the handle-bar and movable longitudinally thereon toward and from the other locking member to lock and unlock the handle-bar in its different positions of rotary adjustment in the socket; and the said handle-bar being slotted longitudinally to accommodate the movable locking-member; means for operating the latter arranged within the hollow handle-bar; and means for preventing longitudinal

movement of the handle-bar in the socket; and means for taking up wear by having locking recesses cut out of alignment with each other.

Upon the testimony presented by the applicants, Burton was accorded an earlier date than either Bott or Gatchell for conception, drawings, and actual reduction of the device to practice.

The case brought out a point in the patent laws which appears never to have been tested before. Burton's attorneys asked for immediate action on the interference under Sec. 3 of Rule 63, which gives precedence over all other interference cases to the inventor who has taken out patents in foreign countries on the device in question. There were nearly fifty interferences ahead of this one, but the request for immediate action was made "in view of Burton's foreign patents having been issued," and stated that "the following new applications have preference over all other new cases at every period of this examination in the order enumerated, the applications and interferences involving the same covering inventions patented by the same inventor in foreign countries."

The internal mechanism of the bar is shown in the accompanying cut.



A cap surrounds the handle-bar and the toothed end of the tee, concealing the mechanism and acting as a guide for the locking plate. The plate, which is actuated by a spiral spring, is milled to a taper, as are the locking teeth in the tee of the bar, and when the trigger of the bar is depressed, withdrawing the plate, the bar rotated to

the desired angle and the trigger released, the plate seats itself with the action of a double wedge, the taper taking up all wear and forming an automatic compensating device, which is one of the claims of the inventor. As the wedge-shaped plate enters the slots it impinges on one face only of the slot on either side, also with one tooth only on either side, this setting the bar in position gradually, but for all practical purposes instantaneously.

THE GUBELMAN HANGER.

The Gubelman crank-hanger, manufactured by Heinz & Munschauer, Buffalo, N. Y., is a one piece hanger made under license from W. H. Fauber with the addition of the Gubelman device, for which a patent is now pending. It is substantially built, the workmanship and material being of the highest grade, and is machined to Brown & Sharp's standard pitch. The cranks are forged from high carbon steel, which is guaranteed not to break. The spider is not brazed, but is mechanically fastened to the crank. The lugs on the crank drive directly both the spider and the sprocket. The latter is detachable and can be removed in a few seconds without disturbing the crank or removing the pedal, and is fastened to the spider by lugs milled out of the solid metal of the spider and is held in place by screws. There is no strain on the screws, however, and neither the spider nor the sprocket can work loose. The cases are large and contain fifteen 5-16 inch balls, the ball-retainers being fastened to a shoulder in the hanger, doing away with any threads which might give trouble.

The Gubelman hanger is made in the

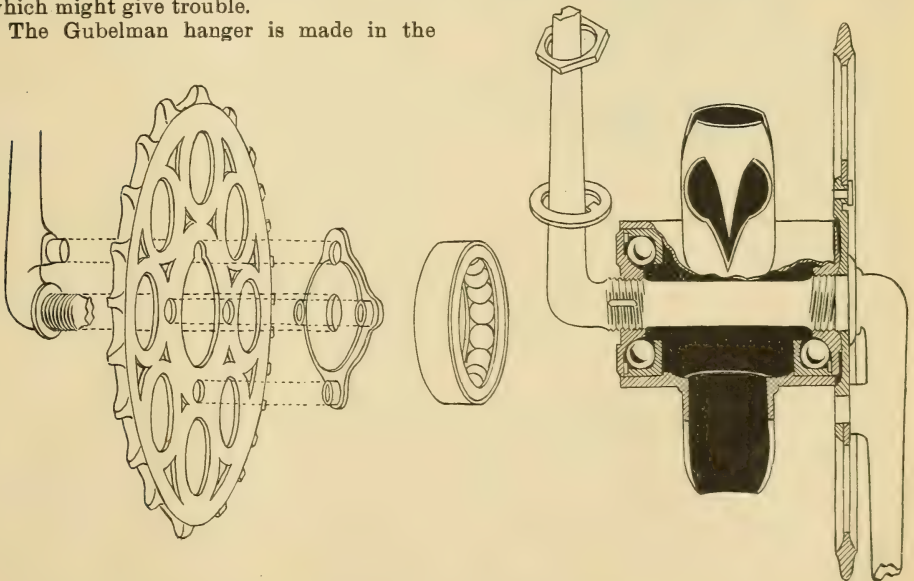
following sizes: $1\frac{1}{4} \times \frac{1}{4} \times \frac{7}{8}$ flush joint, and $1\frac{1}{8} \times 1\frac{1}{8} \times \frac{3}{4}$ lap joint connections. All angles with sprockets 17 to 32 teeth, inclusive, machined to Brown & Sharp's standard pitch. Cranks, 6, $6\frac{1}{2}$, and 7 inches for men's wheels, and 6 and $6\frac{1}{2}$ inches for ladies, with large offset for chain guard. A ring for lacing the guard is supplied with each woman's crank hangers. Three styles of sprockets, from 18 to 32 teeth, inclusive, and two styles of cranks, from 6 to 7 inch.

THE COLUMBIA LAMP.

The Columbia Cycle Lamp Mfg. Co., 144 Chambers street, New York City, is remodeling the Columbia lamp for '98. The company has also added a new lamp to its line—the Illuminant—which the makers claim will prove a surprise party. In addition to a complete line of lamps, the company makes a combination lamp bracket, which can be used at either the head or fork; an instrument called the Retro Opticon, to be placed on the handle-bars so that the rider can see what is going on behind him, and also an adjustable dash-board lamp bracket which will carry any kind of a cycle lamp on the dash-board of carriages.

GERMAN DUTIES.

A rumor was current in New York last week that Germany had increased the duty on American bicycles. Chairman Brown, of the press committee of the National Cycle Board of Trade, was unable to confirm the rumor, but the latest advices from Germany give an air of truth to the story. According

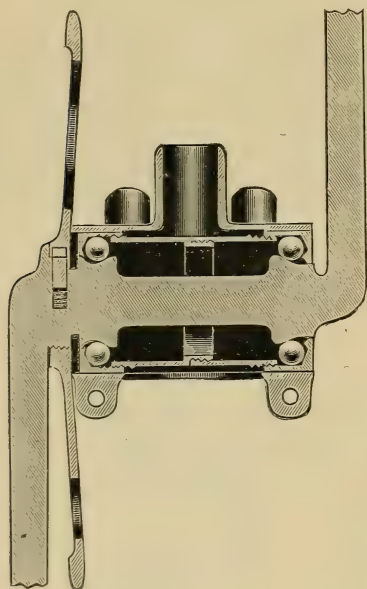


The Gubelman hanger.

to an American now in Berlin, the Germans are considering the advisability of raising the duty on foreign wheels. At a meeting of German bicycle manufacturers, held October 20, a committee was appointed to wait on the secretary of the treasury and persuade him to assist in placing a limit on the importation of American wheels. The committee showed that German wheels were taxed in America and England at from fifty to eighty marks each as "vehicles," while the German government allowed wheels to enter Germany as iron and steel, and therefore dutiable at a very low figure. The secretary replied that the government had been and was still investigating the duties in other countries and that he expected to have the German duty raised from two to twenty marks per wheel before the first of the year.

THE EWALD ONE-PIECE CRANKS.

Something entirely new in crank-hangers is being manufactured by the Ewald Cycle Fittings Co., 39 43 W. Washington street, Chicago, for the '98 trade. The cranks are of the semi-diamond pattern and are drop forged in one piece with the axle, the cones



being forged on and afterward ground down so as to make perfectly parallel bearings. The radical departure is in the bottom bracket, which has a longitudinal opening on the lower side of sufficient size to permit of the passage of the left-hand crank. A large tubular sleeve is fitted in the internal diameter of the bracket is divided in the middle

and screw-threaded to screw one part onto the other. The ball cups are threaded to screw onto either end of the sleeve, making it a disc-adjusting device. When the bearings have been set up and adjusted, the crank and bearings mechanism entire is inserted laterally in the bottom bracket, and bolts operating through lugs bind the sleeve and ball cups firmly in place, at the same time locking the crank-shaft against lateral movement. The sprocket is screw-threaded on the shaft and has a pawl and ratchet arrangement for preventing backward rotation on the axle in back-pedaling. The Ewald company claims that in addition to the ease with which the cranks and bearings may be removed from the bracket, the bearings are dust proof and absolutely parallel, since the ball cups screw onto the large sleeve instead of the cones onto the axle. Although the company has as yet only gotten its models out, it has a satisfactory number of orders already in hand and expects to manufacture about 40,000 of these one-piece hangers for next season's trade.

THE ARIEL FAMILY.

Fourteen models, ranging in price from \$40 to \$110, comprise the '98 line of the Ariel Cycle Mfg. Co., Goshen, Ind. The two juveniles, Models 38 and 39, list at \$40 and are of best steel tubing. Model 38, the youth's wheel, has a 20 inch frame and 26 inch wheels, being finished in Yale blue. Model 39, the misses' wheel, has an 18-inch frame and 26-inch wheels. There are two other wheels in the \$40 class, Models 8 and 10. Although these wheels do not possess the Ariel internal clamping device for bar and seat-post, flush-joints, etc., which mark the higher priced wheels, yet they are strong, serviceable machines which will meet with a ready sale. Models 33 and 34 are in the \$50 class and have two-piece crank-shafts, detachable sprockets, seat-post and bar binders, arched crown and tool-steel bearings. Models 14 and 16 are \$60 wheels with all the latest improvements. Models 31 and 32 are the \$75 machines.

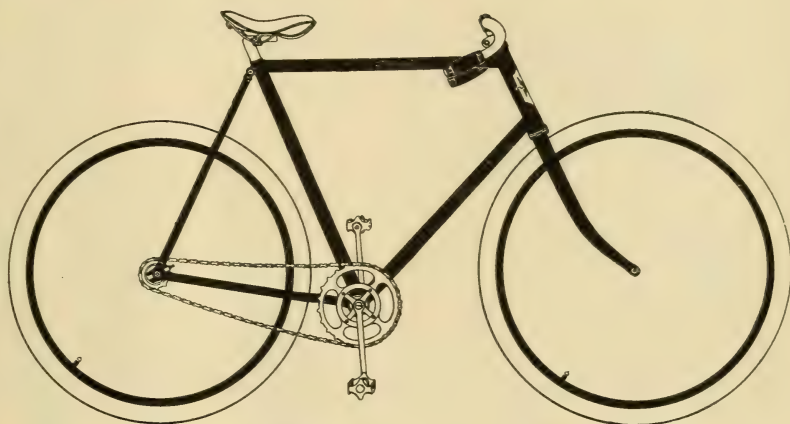
Among the features of these models are: Two piece crank-shaft, dividing in the center, surrounded by a sleeve; bearings and sleeve attachment greatly improved, sleeve and cones being made of one piece of best quality tool steel; cups adjusting in sprocket box and securely fastened by a locking device, making a bearing absolutely dust proof and oil-retaining, without use of felt washers; bar and seat-post binders embody the same principle used by the Ariel company in '97 with such success. It is very simple, beautiful, and effective. The sprockets are detachable and in sizes from

1898



1898

Cleveland Bicycles



CLEVELAND No. 35, \$50.00.

On several different occasions since preparations for '98 were undertaken, we promised the trade a line of bicycles distinctively Cleveland in quality and listed at popular prices. We now offer the following:

Nos. 35 and 36, for Men and Women	 \$50.00
Nos. 37 and 38, for Men and Women	 65.00
Nos. 39 and 40, for Men and Women	 75.00
No. 41, Special Racer	 100.00

The record shows that each new season has marked our progress in cycle construction—'98 will be no exception. The new Cleverlands have too many improved features to be covered by a single advertisement, but they will be fully described later. The Cleveland for '98 will continue to be a bicycle of Honest Value. We are now ready to quote trade discounts and place agencies.

H. A. Lozier & Co., Cleveland, Ohio.

BRANCHES—New York, Boston, Philadelphia, San Francisco, Toronto, London, Paris, Hamburg.

FACTORIES—Toledo, Ohio; Thompsonville, Conn.; Westfield, Mass.; Toronto Junction, Ont.

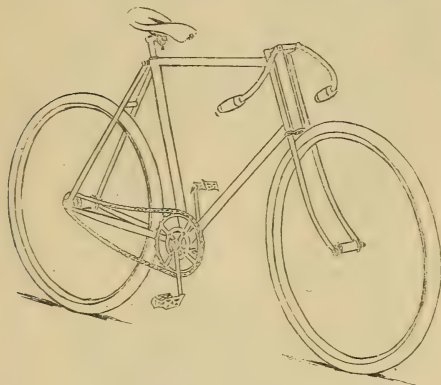
Mention Bearings

19 to 25 front, and 7, 8, and 9 rear, giving a range of gear from 60 to 100.

Model 30, the special racer, lists at \$85, and has the finest of Ariel equipments. Model 35, the diamond-frame tandem, lists at \$100, and is suitable for road or track. Model 36 is a combination tandem, also listing at \$100, with the drop frame in the rear. Model 37 is a regular combination tandem, with a list at \$110. With this complete line the Ariel company expects to be right in the swim next season, claiming that "blood will tell."

THE LYNDHURST.

McKee & Harrington, of New York, in an advance circular, tell of the many fine points of the new Lyndhurst. The '98 model has the triple steering head so well known as a Lyndhurst feature; ball retainers in the hub bearings; crank-axle, sprocket spider, and right crank forged in one piece; left crank detachable with a



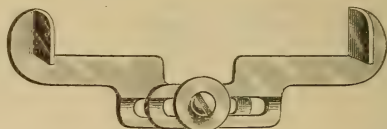
The Lyndhurst racer.

wrench; large sprockets; D shaped tubes in bottom runs of rear forks, round at each end and tapered from $\frac{7}{8}$ to $\frac{5}{8}$ inches; crank-hanger dropped 2 inches; adjustable handle-bars with a positive locking-adjustment; adjustable seat-post with a 4-inch adjustment in three directions; tool steel bearings, tempered in oil and drawn to color and each cone ground and polished on the axle on which it is to be used. The light roadster weighs 24 pounds and lists at \$75 while the racer weighs 19 pounds and lists at \$100.

S. & J. SUNDRIES.

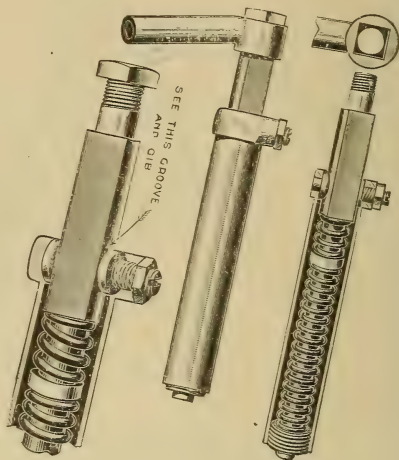
Among the many new sundries which Studley & Jarvis are placing on the market is a new adjustable toe clamp. It is claimed for this toe clamp that it answers the purpose of the ordinary style of toe clip, and overcomes all the objections to them, such as spoiling the shoes, and clinging to the

foot when dismounting or being thrown. It is adapted to ladies' as well as gentlemen's use, and is adjustable to any size of shoe or pedal. A pamphlet which this



firm is issuing entitled, "It Does the Business," fully illustrates this indispensable little article.

The accompanying cut shows in detail a new adjustable spring seat-post, on which C. H. Berkey has recently applied for patents, and which Studley & Jarvis are placing on the market. This post differs somewhat



from all others in that it is adjustable to all wear and side play, by means of ball shaped gibs which fit, front and back, into concaved grooves in the plunger, which are adjusted from the back by a set screw, and made firm by a lock nut. Two springs are used. A long one to support the rider's weight, and a short one to relieve the back pressure and prevent pounding. These posts are fitted to any bicycle by means of a spiral bushing, and adjustable to any weight rider.

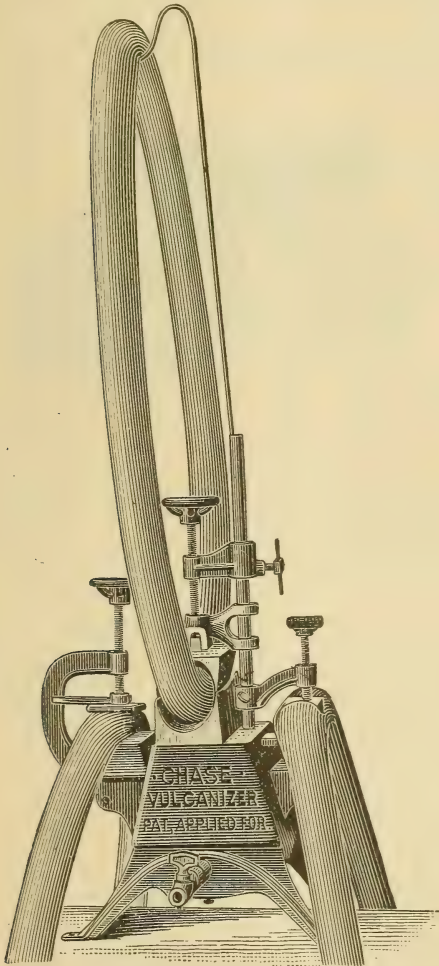
TESTING THE GOEBEL HANGER.

The Indianapolis Drop Forging Co. is in receipt of a letter from an expert mechanical engineer, who recently put the well known Goebel two-piece hanger to a most thorough test. The engineer states that he brazed up the bracket lugs and connected them to the base of a heavy screw machine, put on a $\frac{1}{4}$ -inch Baldwin chain, and put same under an 860-pound tensile strain, or a 1,720 pound pull on the hanger; revolved the hanger 600,000 revolutions (counted by a V. S.

counter) by means of a motor, and on taking the hanger apart, found that it had stood the test in a surprising manner, showing but 5-10000 average wear on balls, 9-10000 on the ball races, and 7-10000 on cones or sleeve. This is a remarkable showing, considering the test and amount of working strain, which was about four times as much as could possibly be brought upon it in a wheel frame.

THE CHASE VULCANIZER.

L. C. Chase & Co., of Boston, claim to have the only vulcanizer on the market that will vulcanize three tires at one time. With

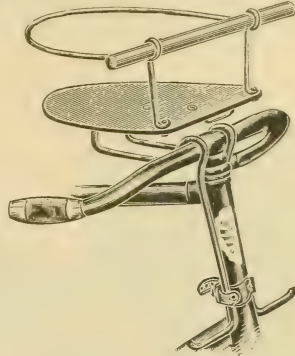


the Chase vulcanizer, tires can be vulcanized inflated or deflated; it requires but one set of blocks to fit the different sizes of tires; a vulcanizing heat of 325 degrees can be obtained eight minutes after lighting, the heat being obtained by the use of either gas or oil. The vulcanizer has a superior

valve stem block, by which a perfect valve stem can be vulcanized in the tire by following the directions which the company sends out. A novice can repair his own tires.

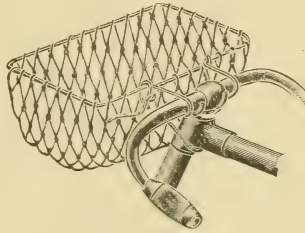
TWO USEFUL ARTICLES.

The Fairy child's seat and No. 10 parcel carrier are two new articles that will be manufactured for the trade for next season by the Kalamazoo Cycle Co., of Kalamazoo, Mich. The Fairy child's seat consists of a light veneered board supported on a 5-16-



The Fairy child's seat.

inch steel spring wire, bent to hook over and rest on the handle-bar, the two lower ends of the wires running down on either side of the head and terminating in a short portion bent to form foot rests, while a leather strap receives the lower ends of the wires and is adapted to buckle around the



The No. 10 parcel carrier.

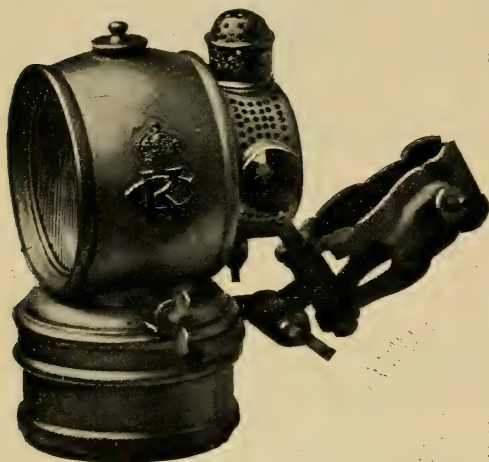
head. A wire rail rising about four inches above the seat and the wood handle in front of the child completely surrounds the occupant and secures it safely in the seat. The position of the child is over the handle-bars, but back of them enough so that the child comes between the arms of the person riding the wheel. These seats will fit nearly any kind of bicycle, and will be sold at \$1.25.

The No. 10 parcel carrier is made of 3-16-inch steel spring wire, bent to form a frame about 6x13 inches; the ends are then bent in a novel and ingenious manner to hook over any handle bar. A braided cord is

used to go under the upper tube of the bicycle to hold the carrier down. A linen net, hung on the frame to make a bag, forms a receptacle in which all kinds of articles can be carried. This carrier weighs 8 ounces and will carry up to 15 pounds. It will list at the low price of seventy five cents.

THE CALCIUM KING.

The Geo. H. Clowes Mfg. Co., of Waterbury, Conn., has perfected and is prepared to fill orders for the Calcium King acetylene bicycle and carriage lamp shown in the accompanying engraving. This new gas lamp is of the most simple, compact, con-



The Calcium King.

venient, and durable construction possible, and resembles an electric search light not only in form but also in the quantity and quality of the light produced which is of the most brilliant and penetrating white of fifty to seventy-five candle-power.

The burner is situated in a jeweled and perforated metal cage behind and entirely outside of the reflector and lens barrel, which is ingeniously made to serve also as the water reservoir, having an opening at the top for refilling. The flow of water to the calcium carbide is regulated by means of a valve operated by the small thumb-screw seen at the side of the lamp. The circular base portion is instantaneously removable for cleaning and recharging with the carbide which the company compresses into handy cakes of two sizes from the calcium carbide mixed with another chemical to keep it from deteriorating and to remove the peculiar odor thrown off by the combustion of the gas. These charges are specified as "carbophene" by the makers, who claim they give a more satisfactory light than the raw carbide. These cakes

contain respectively one and one and one-half ounces of carbide and burn from three to six hours. They retail for thirty cents a dozen.

A commendable feature of the lamp is the universal bracket for head and fork with which it is equipped. This is strong and rigid, no springs being required as the flame will neither jar nor blow out, and can not be extinguished except by closing the valve or by burning out the charge. The small hole in the burner is kept free from caking by means of a practical and instantaneous cleaner. The manufacturers claim that the Calcium King is absolutely safe—less dangerous, in fact, than the ordinary oil lamp—because no gas is allowed to accumulate and there is no pressure, the gas being burned as fast as it is generated. The generation



Carbide cakes.

is controlled by the water valve and there is no gas cock to close and create danger. The position of the burner makes it impossible for the lamp to become overheated. When charged, the lamp weighs $11\frac{1}{2}$ ounces, and the bracket about four ounces.

AN AUTOMOBILE TRICYCLE.

A motor cycle that could be operated by the ordinary citizen, and which could attain as high a speed as the bicycle, has ever been the dream of inventors, and seems to be realized in the invention of M. Bouton, of France, who has perfected one that can be propelled at less than a three-minute clip. The machines have been imported to this country by Wanamaker, of New York, and one of them has been tried on the Manhattan Beach bicycle track and on the streets of the city, with good results.

The machine is termed an automobile tricycle, and is a three-wheeled vehicle with the necessary motors and other attachments. The motive power of the machine is a vapor, caused by the mixing of air and gasoline, and ignited by a spark.

It is fitted with two brakes, one on each side of the handle-bar. The one on the left works on the front wheel, the same as an ordinary spoon brake, while the other is

What, Ho ! Without !!

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TRINITY CYCLE MFG. CO.

KEENE, N. H.

Mention Bearings

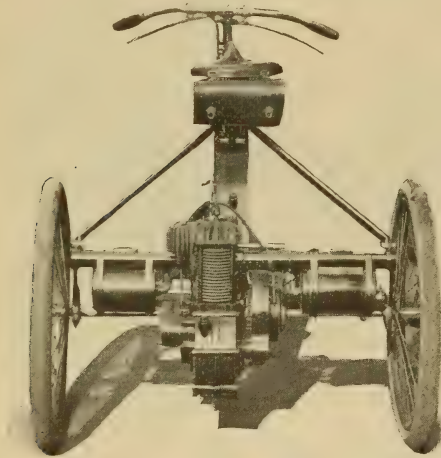
a band brake on the rear axle. These two brakes make it possible to stop the machine within fifteen feet, and prevent any possibility of it getting beyond the control of even a novice.

The propelling power of the machine is gasoline and air, forming a vapor that is exploded by an electric spark. The storage battery which generates the spark is attached to the center of the frame. The wires are conducted through an induction coil, attached to the right-hand side of the rear frame. In the middle of the rear frame is the engine and motor, the latter being connected to the rear axle by cog wheels. The engine has a corrugated surface, thereby doing away with a water-jacket to keep the same from overheating. It has been proved

miles an hour, the best attained to date is twenty-two miles.

The speed up to twelve miles an hour can be regulated by the air and gasoline supply, but greater speed is obtained by the use of another lever, which operates an electric interrupter. This interrupter causes the electric spark to burn more rapidly, and any speed above twelve miles an hour can be obtained by regulating it. The cranks of the machine work on a ratchet, so that after starting, the feet can lie idle on the pedals. The rear wheels work on a differential gear. There are really two axles, working on two loose pinions in the center, and allowing one wheel to be driven by the engine, while the other one can remain stationary.

The entire machine weighs about 300 pounds, and sells for twice that number of dollars, which will prevent its becoming universal for some time to come. Although rather clumsy and complicated in appearance, S. D. Atkinson, who has charge of this one, declares it is easy to handle. At any rate it is the forerunner of what we may expect in large numbers within a very few years.



The Bouton automobile tricycle.

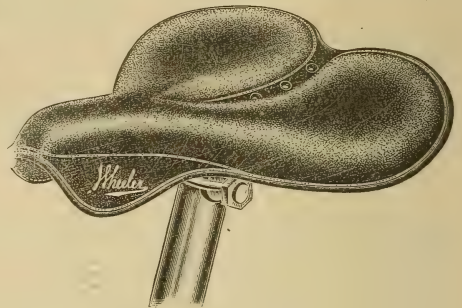
by actual use that the engine can be run at full speed and still not become overheated. The explosion cell, where the gasoline is ignited, is a projection on the upper left-hand side of the engine. The tank holds three quarts of gasoline, which is sufficient to propel the machine about sixty five miles.

The rider or operator of the machine carries a brass plug, which makes the connection with the electric battery. The left grip of the handle-bar is made to turn on the handle, and, making a connection with the battery, gives control by a slight twist of the grip. Fastened to the top of the frame, just back of the head, is a lever controlling the supply of air. On the right-hand side, in a corresponding position, is another lever controlling the supply of gasoline. The three levers control the entire machine.

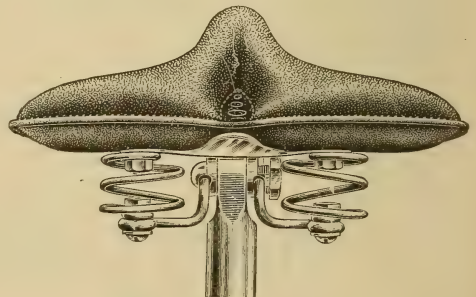
The minimum speed of the machine is seven miles an hour, and although the makers claim a possible speed of thirty-five

WHEELER SADDLES.

The Wheeler saddles for '98 are now on the market and are attracting marked attention on account of their distinctive character



The Wheeler.

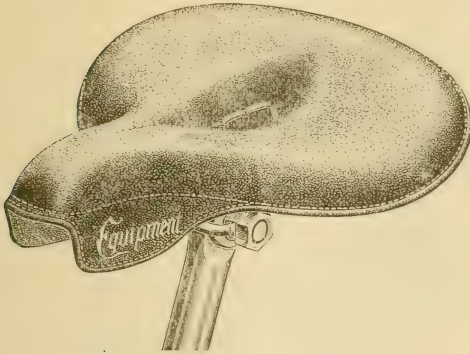


Rear view of the Wheeler.

and workmanship. The Wheeler Saddle Co. enjoys a reputation for making distinctly high class goods and an examination of its

'98 line will fully bear out the company's claim. The accompanying cuts show the latest models. The Model Extra is made in two widths, with and without coiled springs. The base of the saddle is constructed of veneers of wood, the grain of which crosses at right angles, thus producing a frame of great strength and lightness, obviating the rigidity of the metal base. It is upholstered with interlaced hair, making the coolest and most comfortable seat possible.

The Equipment is constructed practically



The Equipment.

the same as the Extra with the exception that a high grade of felt is used for upholstery instead of hair.

The other models which this company make are so well and satisfactorily known that it is deemed unnecessary to go into any detailed description of them at this time. The company is now at work on contracts for '98. It has several large orders from manufacturers of high-grade wheels and is also shipping extensively to foreign markets.

AN EXPERT'S OPINION.

Editor Bearings: Owing to the great interest shown by the general public in the new chainless bicycle, I am often asked to express my opinion relative to the bevel-gear method of transmission as applied to bicycles. The chain is a very old method of transmitting power, and was used quite extensively by makers of machinery many years ago. It has been almost wholly superseded, however, in recent years, by improved devices, especially by spur and bevel gearing, it being possible to produce by modern machinery cut gear teeth of the proper form for smooth running.

The chain, properly made, is an excellent drive, but on account of the number of joints, and the elasticity of the parts of which it is constructed, it will not retain its

original accuracy. It will become elongated, thus changing the pitch of the links, and, of course, it can not fit the sprockets as correctly as it did at the beginning.

Should two bicycles, one chain, the other chainless, be subjected to the same test before leaving the factory, there is a possibility that the former, in some of the tests, would show a slight superiority; but take them back to the factory, even after being run, say, 500 miles, and subject them to the same tests as those previously made, and I believe that the chainless would prove to be superior.

It must be borne in mind, however, that to obtain the best results from any chainless bicycle whose driving mechanism is bevel gearing, the tooth faces of the gears must have a perfect mathematical form, and it seems to be an absolute necessity to have machinery which will cut them theoretically correct. It is also essential that the gears be attached at their respective bearings in the most positive manner, and that the frames be rigidly constructed.

Regarding the wear, it is my opinion that the gearing will wear longer than any of the other working parts of a bicycle, provided all the conditions indicated above have been attended to. I have examined a bevel geared wheel with a record of 13,000 miles, and found no appreciable wear on the gear teeth; the same wheel has now a record of 25,000, and the report is that it is all right.

AMOS WHITNEY,
Vice-President and Superintendent
The Pratt & Whitney Co.
Hartford, Conn., Nov. 5.

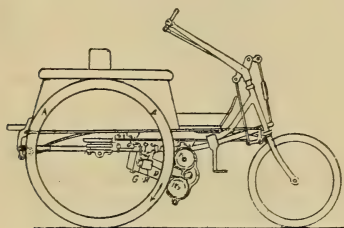
TUBING OF BAMBOO FIBER.

A. M. Dewey, special agent of the United States Department of Labor, claims to have perfected, after some years of study, a new material that is lighter and stronger than steel, and which is especially adapted to the manufacture of cycle frames. The material is manufactured from the fiber of Calcutta bamboo, and it is claimed it is just four times stronger than steel tubing used for the manufacture of cycle frames. A sledge hammer blow will not affect it in the least, and it will stand much stronger tests than the steel tubing. It is lighter by a pound and a half than steel, and it is said the cost is much less than the best quality of steel. Another advantage claimed for this new material is that it is impervious to water, and unaffected by heat or cold. In fact, it has been tested and found practicable for cycle frames.

POINTS ABOUT MOTOR VEHICLES

The Holt Transmission—Lawson Petroleum Bicycle—Bergmann & Wollmer
Vehicle—Capel Cylinders—Libbey Electric Bicycle—Courtois
Cooling Device—Tavernier Motor

The Holt gearing, shown in the accompanying cut, is built to simplify the parts. It is used only upon vehicles for road work. The driving wheel A is furnished with a heavy pneumatic; two rollers B and B', usually made of wood or can be made of any kind of material having sufficient



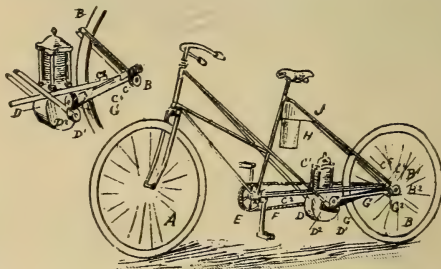
The Holt gearing.

friction, press against the tire. These rollers are operated directly by an axle c of the motor D; the whole mechanism is held by two parts F and E, bolted to one of the frame tubes. This motor can be operated either with compressed air or gas stored in a reservoir J; when the motor is started the rollers B and B' press against the tire of wheel A and turn it, thus propelling the vehicle. The two rear wheels may be mounted either with one or two motors; with a single motor if it is powerful enough to work four rollers on a single axle. Springs are arranged to interrupt the contact of the rollers with the wheel for stopping or when descending a hill.

The Lawson Petroleum Bicycle.

This bicycle is intended to be propelled by a high speed motor. As shown in the cut, the wheels A and B' support a frame carrying a motor D. This motor is held by several rods c^2 , c^3 , and c^4 . The driving axle is at D'; it transmits its motion to the rear wheel by a system of gearing set at forty-five degrees, or a helicoidal screw. To start the machine or to aid on an upgrade, the rider works the pedals, which turn a

sprocket E controlling a rear sprocket by means of a chain F. When the speed of the motor is greater than that furnished by the rider, the sprocket E is unmeshed. The carburetor is at J and the electric battery



The Lawson.

for igniting the gaseous mixture is at H. However, the position of the latter may be changed.

The Bergmann & Wollmer Vehicle.

This is a two-seated vehicle operated with a two-speed petroleum motor. It is represented in accompanying cuts. When the vehicle is ready for the road it is very light. The power of the motor is transmitted to the rear driving wheels, the front wheels being used for steering. The motor mechanism is arranged as follows: The gasoline reservoir is on the right in the rear; the horizontal cylinder of the motor is placed in the middle, the burned gas being exhausted underneath. Two reservoirs are placed on the sides for holding the water for cooling the steam which can be condensed by a special arrangement and returned to the reservoirs. The piston actuates a secondary shaft by means of a drum. Three pulleys are set on this shaft, one of which is idle, as may be seen in the cut, allowing two speed changes. At the end of the secondary shaft is set a toothed wheel carrying a chain which transmits the motion to a pinion set on the hub of the rear wheels. The steering lever is used both for change of speed

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Mention Bearings

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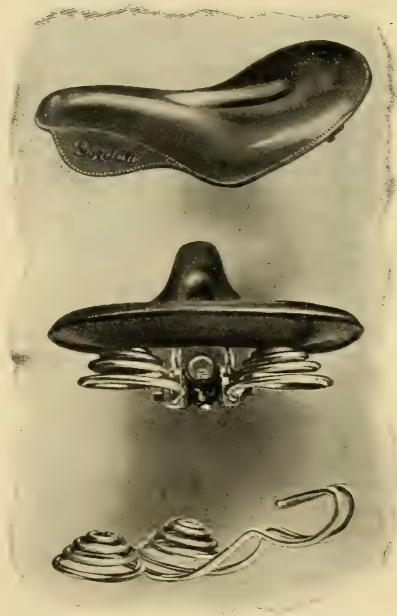
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J. C. SPEIRS & CO.

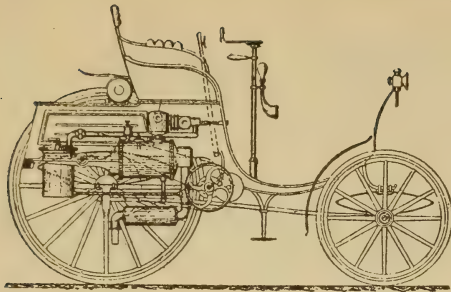
WORCESTER, MASS.

Mention Bearings

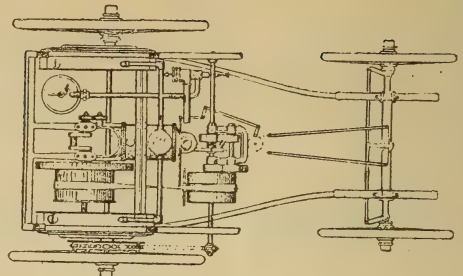


GORDON SADDLES FOR '98

Are ready. So are the prices. Quality and style of the '98 Gordon is unequaled by any other make of saddle. For saddles at a price, get samples of Gordon pattern saddles—"The Expert Line"—four styles, prices, and grades. The best for the money ever offered. **Beckley-Ralston Co., 161 Lake St., Chicago.**



The Bergmann & Wollmer vehicle.

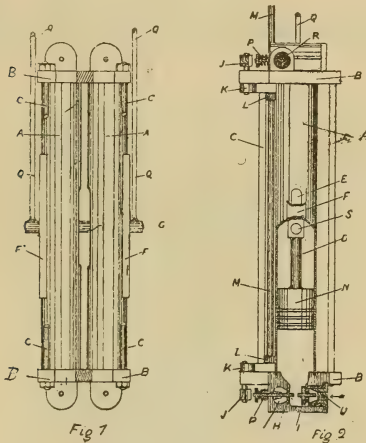


and braking and is within reach of the driver's hand.

The Capel Cylinders.

This invention relates to cylinders and pistons for petroleum motors. Figures 1 and 2 are cuts of the cylinders. Each end of the tubes AA contains a piston which, altogether, make four effective cylinders. One of the pistons is shown at N (Fig. 2) in section. This piston is solidly attached to another piston by a rod D having an opening S at its center, through which passes the axle C that goes through the rod and con-

B must be perfectly air-tight; to do this, the plates B are screwed into the cylinders and held by the rods C passing through the cylinders and plates. Fig. 2 shows the operation of the valves; the exhaust H is held against its seat by a spring and mechanically operated by an arm J and cam K. The burned gas reaches the atmosphere through a tube R. The admission valve works either automatically or by a difference in pressure, by means of a spring. The explosive mixture from the carburetor passes through port O. This four period motor is ignited by electricity at the beginning of the third stroke, then, both valves are closed. The advantage claimed for this motor is that there is no explosion at each revolution, thus lessening the vibration.

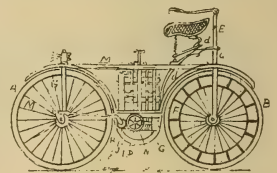


The Capel cylinders.

nects the two pistons of the second cylinder. To give this rod a to-and fro motion, a longitudinal opening is made on each side of the tubes AA which are of the same diameter as the axle G. Two rods QQ are mounted at both ends of this axle, attached in the usual manner, and having a rocking motion. For the purpose of preventing dust entering the cylinders, segments of the tubes F (Fig. 2) are arranged to cover the openings EE and are actuated by the to-and-fro motion of axle G. The ends of the cylinders are closed by plates b upon which the admission valve L and exhaust H are situated. The joints of the tubes and plates

The Libbey Electric Bicycle.

In this bicycle the driving wheel is in front and the steering wheel in the rear, the latter carrying all the weight. The steering wheel B in the rear is formed of two felloes, one smaller than the other, to give more strength to the machine. The front driving wheel A is connected to the motor by means of a small crank



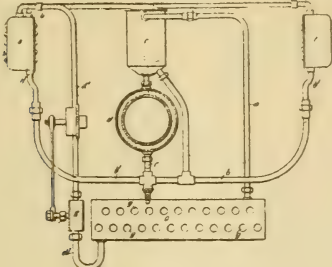
The Libbey.

M set upon the axle, a rod receiving its motion from the crank K. The motor power is supplied by a battery of accumulators F suspended in the frame, between the two wheels, and held by a cross piece f below which is attached a small motor G that turns a gear wheel H, which in turn transmits its motion to the other wheel l. The accumulator is composed of positive and negative plates, placed alternately and separated one from another by an absorbing but insulating material. The exciting material is contained in the top rail M of the frame and is brought to the battery by small pipes m, arranged for the purpose. The seat is in the rear and is set

on a spiral spring; a very wide curved handle P is used to steer the rear wheel. An electric lamp placed in front of the machine is lighted from the battery.

The Courtois Cooling Device.

This invention is intended for petroleum automobiles where a circulation of cooling water is necessary. In the illustration, A is the motor, and B and B' the water reservoirs. They are connected by a tube b at their upper part and by a tube b' at the lower end. A' is the cover surrounding the cylinder and connecting with tube b2 by

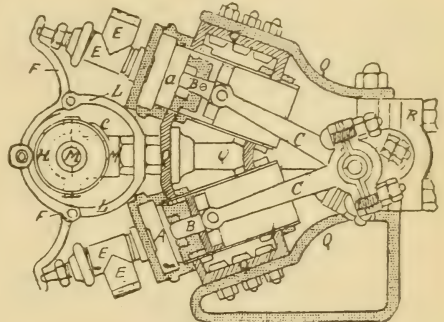


The Courtois system.

means of the larger tube c and with the reservoir C at its upper part. This reservoir is connected with b' by a tube c'. G is the cooling chamber proper; it should be situated as much in front as possible. It is pierced with holes g which allow the air to pass through the box and intensify the cooling. The box CG is connected by means of tubes d and d' with reservoir B and chamber C'. The water is circulated by a pump E. The reservoirs B and B' being filled, the operation is as follows: The water coming from B reaches A' through tubes b' and c where it is heated and enters with a little steam into reservoir C. Then the water passes through tube b' to reservoir B3 and from thence to reservoir B through b. The steam, which is at the top of the reservoir C, escapes through d and is condensed at g and returns to B through tube d, by the action of pump E. By the double circulation of water and steam the cooling is effected very rapidly.

The Tavernier Motor.

This motor is constructed to work under the best possible conditions and also to obtain a speed that can be regulated at will. As shown in the illustration, it is composed of four cylinders, two of which are shown at A and A2, surrounded by a box Q. Each cylinder has a piston B with three parts. One of the parts receives the special segment of this piston, the other keeps its place, and the third constitutes the segment



The Tavernier motor.

itself, which is made of steel. These three parts are held by a bolt. Each piston is furnished with a rod C, each rod acting upon the shaft, two by two. The admission valves attached to the cylinder operate automatically. The exhaust valves, on the contrary, are actuated mechanically, two by two, by the arms F, which at every turn of the driving axle press against the exhaust valves, allowing the burned gas to escape. This motion is communicated to them by the drum H which carries a cam H', which push the arms at H. The gaseous mixture is ignited at the proper moment by an electric spark. The distributor is at M, directly actuated by the motor. The operation of this motor is the same as other four period motors, but by the one of four cylinders the vibrations are partially neutralized and starting is rendered easy. The carburetor and cooling of the cylinders differ but very little from those now in use

A. C. KNAPP.

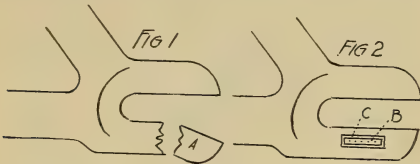
The Rubber Tire Association Official Repair Tag can be had by manufacturers and dealers on application to the secretary, Kirk Brown, 504 West 14th St., New York City, in lots of 1,000 or more, at \$1.75 per thousand, cash with order.

TIPS FOR REPAIRMEN

By F. A. Farnsworth

Fixing a Broken Slot.

If a lip breaks off from one of the rear stay slots, as shown at A, Fig. 1, it may be fixed without patching as sketched in Fig. 2. Remove the temper from the fractured parts by heating, and then hack-saw a cavity for a steel key (B) as shown in Fig. 2'.

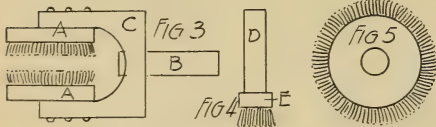


Some small pins (C) can be put through as indicated, the job smoothed off with a file, the parts tempered again, and the work is done.

It may be said that there will be difficulty in drilling the holes for the pins. It is not, however, if a guide is used on the boring machine. A fixed guide is adjusted to one of the grooves in the cutter in such a position as to affect the indexing, and also to give the necessary motion. The guide at the entering end is made short enough to allow the cutter to operate entirely clear of it. It may be necessary to use a mandrel whose diameter is enough smaller than the bore of the cutter to admit of a long sleeve being snugly driven into it, to serve as a bearing. This will prevent the tendency to tilting and insure true work.

Chain Cleaners.

In Fig. 3 is a model of a handy chain cleaner, made with a wood frame piece (C),



to which are set-screwed the brushes (A). A handle is put in at B. Another handy chain cleaner of my own devising is in Fig. 4, made with a wood handle (D), the end of which is provided with a round collar brush (E).

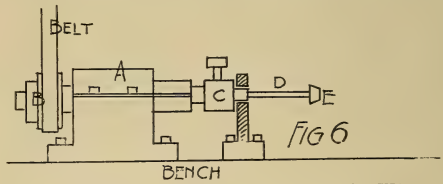
A wheel chain cleaner is shown in Fig. 5.

The wheel is covered with cloth bristles and can be run in the bearings by attaching a belt and pulley. The running gear may be arranged on the friction plan and when the belt shipped is thrown against the flange of the operating lever, a duplex lever turns the nut sufficiently to produce friction and cause the wheel to revolve.

Leaky Valves.

Valves often leak simply because the stem seat is worn. To remedy this, take off the upper part of the casing, wipe off the valve and seat, and give a grind in with oil. If after giving a dry rub the valve and seat do not show a good bearing all around, grind in again, adding some flour of emery to the oil. Repeat this until a good bearing shows when the valve is revolved on its seat dry.

In Fig. 6 is a shop-made device for grind-



ing valve-seats while the latter are in position.

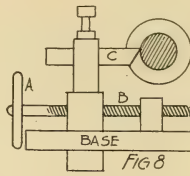
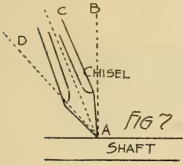
A shaft and chuck should be set up in the bearing (A), and a pulley (B) keyed to the shaft. The pulley is driven by the belt, turning the shaft and the collar piece (C), in which is a steel stem (D). This stem has a hardened grinder (E) at its end. Thus it is only necessary to place the valve seat in position for this grinder to smooth it, and irregularities on the seat will be ground off.

After having all connections clean and well lubricated, put together again carefully, noting that the valve shaft moves freely and reseats evenly.

Cutting Tools.

In the classes of tools used in the cycle repair shop exclusively for hand use are hand-turning tools, files, the much-abused hack saw and cold chisels. I have reference particularly to the latter tool. If you want to cut a key seat or something of that

order in the metal of a shaft, it will be disastrous to both the chisel point and shaft if the chisel is held on a line with B, Fig. 7, and with the cutting point at A. If held at the angle of C, it will be better still, little or



no actual cutting of the key way will occur until the chisel is held at an angle of about forty-five degrees or on the line D.

Another form of cutter is sometimes used in milling machine, as in Fig. 8. It is substantially but a modification of the cotter method—at least, as regards its action—although in form it appears different. For all except very small work it is a shank fitting the chuck or socket of the machine spindle, and a cutting tool (C). The latter is brought up on the work by means of the screw B, which is turned by the wheel A. The tool, in respect to angle of cut and clearance, is similar to a turning or boring tool. It is used only for straight grooving or rebating

the edges, and must be in exactly the same plane or the work will be uneven. For many kinds of work the tool is very efficient, being very quick cutting and easily kept in order. For smoothness of finish, however, the work will not compare with that of the cylindrical cutter, as the interlocked circular tool marks are of a nature to be very perceptible to the eye even when not so to the touch. However, it is a useful tool for general bicycle repair work.

Welding.

"V" welding of parts of bicycles consists of a combination of butt and lap welding. The scarfs are formed by fitting the two pieces together at an angle of about forty-five degrees. In preparing the scarfs, make the throat of the inside angle a little rounding, and the point of the outside angle to correspond. The scarfed surfaces should be a little convex across the surfaces, as in the lap weld, for the purpose of insuring a perfect weld in the center. In all cases in this class of welding the throat should be welded first by being driven together with a hammer, applied at the end of the work when brought to the proper heat, before being taken out of the fire, if practicable. The piece is then placed on the anvil and the two laps welded.

OF INTEREST TO THE TRADE

National Board of Trade of Cycle Manufacturers, 271 Broadway, New York.

First Vice-President, GEORGE H. DAY.	President, A. L. GARFORD.	Second Vice-President, C. W. DICKERSON.
Treasurer, W. A. REDDING.		Secretary, ERNEST R. FRANKS.

Rubber Tire Association.

First Vice-President, L. K. MCCLYMONDS.	President, THEODORE A. DODGE.	Second Vice-President, GEORGE T. PERKINS.
	Treasurer, GEORGE F. HODGMAN.	
Secretary, KIRK BROWN, 504-506 West Fourteenth St., New York.		

National Bicycle Wood Rim Manufacturers' Association.

Treasurer, N. D. DOUGHMAN.	President, E. S. MEAD.	Secretary, W. W. STALL, Bedford, Mass.
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TRADE BRIEFS

Fred Zoller has resigned the position of treasurer of the Sager Mfg. Co. to take the management of the Union Trust Co., of Rochester, N. Y.

The Crawford Mfg. Co. announces its decision to handle the New England territory through its branch house in Boston, which will shortly be established.

The St. Louis repair depot of Morgan & Wright has removed from 209 North Tenth street to 1141 Market street, where it will occupy quarters on the second floor.

The St. Louis Cycle Co. has removed to 1216 Olive street, St. Louis, as the building it occupied at 1111 Olive street is to be torn down to make room for a large office building.

The Southern Cycle Supply Co., with headquarters at Charleston, S. C., and a branch office in New York City, will market a full line of lubricants, oils, and cements under the title of the Army brand.

A. C. Jewell has severed his connection with Parkhurst & Wilkinson, as manager of the bicycle department, and is open to an engagement with some good house, which desires the services of an experienced buyer.

The Ohio Electric Works, of Cleveland, Ohio, is meeting with success in marketing its four and three-cell outfits. These lights can not be jolted out, it is claimed, and will run four hours at a cost of two cents. The company is in receipt of many flattering testimonials.

G. A. Pleus, who for several years has been connected with the bicycle department of the A. F. Shapleigh Hardware Co., of St. Louis, has resigned to take a position with the new St. Louis firm organized to manufacture the aluminum bicycle. In addition to bicycles, this firm will manufacture all kinds of hard-wear specialties of aluminum alloy.

C. G. Fisher has purchased all the outstanding stock, comprising thirteen shares held by H. T. Hearsey and Fred I. Willis, and is now the sole owner of the business of C. G. Fisher & Co., of Indianapolis. This firm has done quite a business in Indiana in Stearns and Grande bicycles, for which it was state distributor. The firm will continue under the old name of C. G. Fisher & Co. at 112 North Penn street.

The Supreme Court of New York state

has handed down a decision in the case of Geo. W. Cole & Co., against the International Cycle Fittings Co. and others for infringement of the well known "Three in One" trade-mark, used by Cole & Co. in connection with the sale of their oil. The court sustained Cole & Son and issued an injunction against the defendants. It is the intention of Cole & Co. to prosecute all infringers.

Bicycle parts of every variety can be obtained from the Wire Goods Co., Worcester, Mass., which will make anything that is supposed to be used on a bicycle. Spokes, nipples, washers, axles, toe clips, luggage-carriers, and in fact anything in that line can be secured at this place, in any quantities. The firm's experience in this business is a guarantee that the goods will be as represented. Especially will this be appreciated when buying bicycle axles, for which the firm is noted. A. H. Parker is the special representative for this line of goods.

The Chicago wholesale department of the Davis Sewing Machine Co. has been removed to the factory at Dayton, Ohio, in order to concentrate the business. The retail department will be continued in the present location at Wabash avenue and Randolph street, under the management of H. B. Armstrong. Manager A. G. Mason, of the wholesale department will handle the sewing machine trade from Dayton, and A. H. Riddell will travel in the middle states representing the bicycles. William Mason has gone with the Goodrich tire company.

In a few weeks the Wolff-American 1898 catalogue will be ready for distribution. It will be gotten up in a dignified style, fully commensurate with the quality of the machines it represents. Half-tone illustrations will show the details, as well as complete wheels, while every part of the construction, as well as many distinguishing features, will be fully treated in a lucid manner in the text. The catalogue will be printed in five editions, each edition in the language of the country for which it is intended. Altogether the total edition will be about a quarter of a million.

When J. Friendenstein, of the American Cycle Fittings Co., returned from Europe recently he brought a motor cycle with him, which, although similar to the Bouton ma-

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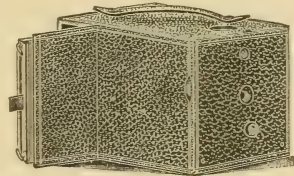
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FOR SALE—Hartford (genuine) tires, 28-inch, \$1.98; 26-inch, \$1.75 each. Cash with the order. C. O. REICHERT, New Haven, Conn.

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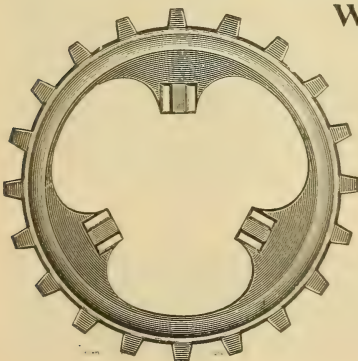
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chine, has a number of other marks of distinction. It is a Clement machine, made by the Clement, Gladiator & Humber Co., of France, and enough orders have been taken for it to keep the factory busy for a year to come. The factory is capable of turning out ten machines a day, and they are

eagerly sought for by people with cash in advance. Mr. Friendenstein is the sole agent for the cycle in this country, and will soon be seen on the road with the one he has at home. It is capable of a speed of fifteen miles an hour, being fitted with a Bouton motor.

TRADE HAPPENINGS

Akron, Ohio.—The B. F. Goodrich Co. has been sued for \$25,000 damages by William Kneil, who alleges that his foot was permanently injured by machinery.

Aurora, Ill.—Frank Sturges, president of the Chicago Stamping Co., which makes the United States bicycles, has secured judgment against the Island bicycle firm.

Brooklyn, N. Y.—The Ideal Rubber Co., of 28-30 Rodney street, is offering to compromise with its creditors at twenty-five per cent on the dollar.

Brooklyn, N. Y.—Judge Conlan has appointed F. Leonard receiver in supplementary proceedings for the Perry-Chamberlain Co., dealers in bicycles, formerly at 280 Broadway and at Nyack, on the application of John Beetle and A. J. Cable, as co-receivers.

Buffalo, N. Y.—The Superior Cycle Mfg. Co. is reported to have made an assignment.

Colorado Springs, Colo.—Messrs. A. C. VanCott and H. Weber will move into the Degraff block where they will operate under the name of the Weber Cycle & Supply Co. They will open a modern bicycle repair house.

Colusa, Cal.—J. L. Swank has opened a new hardware store, carrying a full line of hardware, sporting goods, etc.

Delaware, Ohio.—The Delaware Bicycle Co. is reported to have given judgment for \$386 and has been closed.

Fort Wayne, Ind.—Ed Miller, trustee of the Randall Cycle Co., says that the business affairs of the company will be settled as soon as expedient. Public auction will be held November 12.

Grand Rapids, Mich.—The reorganized Hamilton-Kenwood Bicycle Co. has a new manager in the person of J. Duffy, former secretary of the Fox Machine Co.

Hyde Park, Mass.—C. T. Griffiths has opened a new bicycle store in the Keith block.

Indianapolis, Ind.—The Indianapolis Cycle Co. has been incorporated for \$10,000 by M. Seiberling, A. G. Seiberling, and J. L. Greenleaf.

Kansas City, Mo.—Atherton & Maedel, bicycle repairers, are reported to have been succeeded by L. A. Maedel.

La Porte, Ind.—John Lonn & Sons, dealers in harness, etc., have purchased the plant, machinery, etc., of the Crown Cycle Co., and will push the bicycle business in connection with their other business.

Lingrove, Ill.—The Dunbar Cycle Mfg. Co. is now in operation, and has manufactured its first wheels.

Little Rock, Ark.—H. R. Langdon, bicycle repairer, is reported to have recorded a chattel mortgage for \$234.

Marion, Ind.—T. Butler will go into the manufacture of bicycles on an extensive scale. The wheel will be known as the Butler.

Mason City, Ia.—J. W. Konvalinka will begin manufacturing bicycles this winter.

Mobile, Ala.—The Toulisin Mfg. Co., making bicycles, etc., will be sold below cost, to avoid expense of removal.

Peoria, Ill.—The F. F. Ide Mfg. Co. is making wheels very extensively, and exporting largely to several foreign countries.

Richmond, Ind.—The appraisal of the Richmond bicycle plant shows the assets to be \$51,330.31, and liabilities \$40,967.76.

Saginaw, Mich.—A new bicycle factory, with G. M. Daugger as manager, is being talked of.

Sandusky, Ohio.—W. T. West today commenced suit against Gilcher & Donahue, bicycle dealers, for \$109.33 alleged to be due for rent.

Sheboygan, Wis.—Messrs. Fairweather and Paul Weigand have established a new bicycle livery and first-class repair shop.

Springfield, Mo.—George Magnien, sporting goods dealer, is reported to have been closed out under mortgage.

Toledo, Ohio.—Walter F. Bron, assignee of the estate of the Wilson Cycle Co., has reduced all available assets to cash, and realized the sum of \$1,647.01.

Urbana, Ill.—Smith & Frazey, bicycle repairers, have dissolved partnership and closed their store.

Walkerton, Ind.—J. Brady, F. Helni, and H. Jamieson, of Chicago, contemplate the establishment of a new bicycle manufacturing plant in this city.

Waterbury, Conn.—The Boston Enameling Co. has opened a new bicycle plant at 35 Benedict street.

Worcester, Mass.—C. A. Stone, bicycle manufacturer, is reported to have recorded a chattel mortgage for \$300.





ENTERED AT THE CHICAGO POST OFFICE AS SECOND-CLASS MATTER.

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Advertising rates on application. Copy for changes in advertisements must be in hand the Saturday previous to publication to insure insertion.

Unsolicited manuscripts will in no case be returned.

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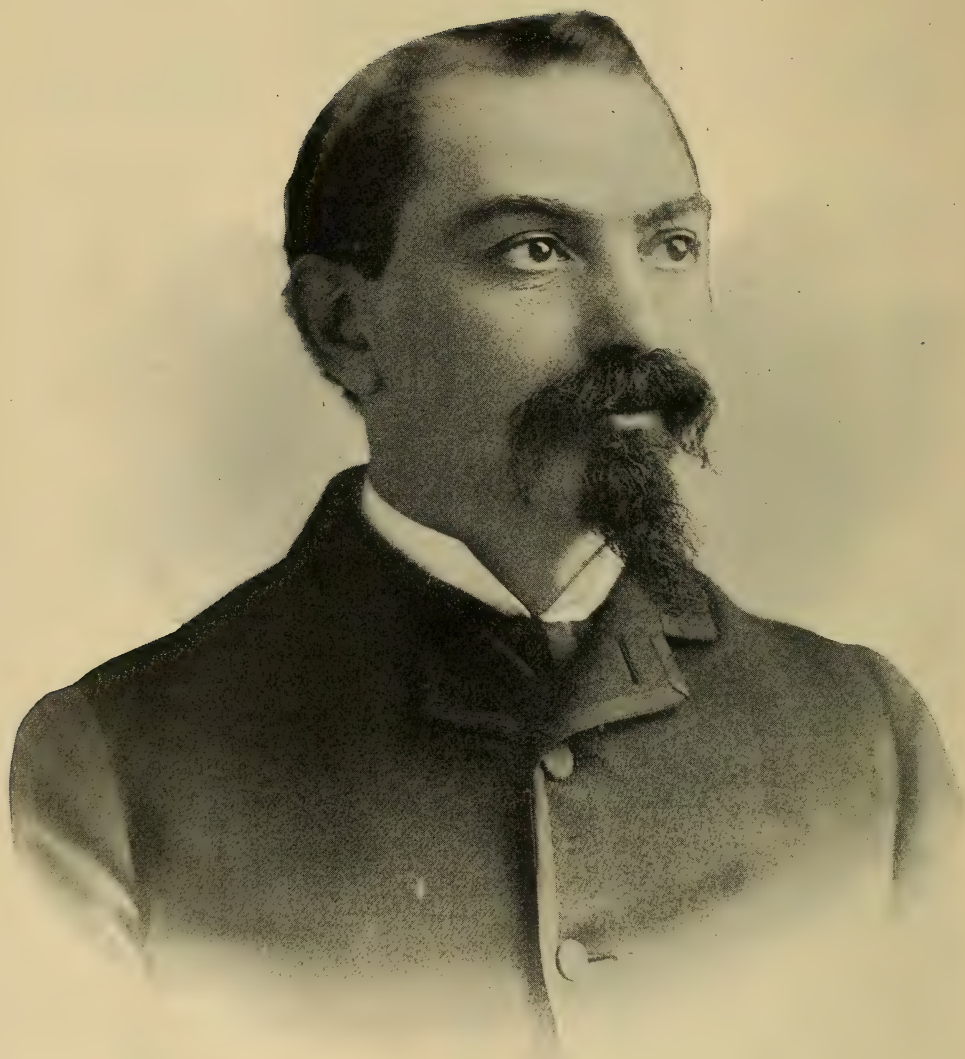
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BEARINGS

VOL. XVI

CHICAGO, NOV. 18, 1897

No. 16

BEARINGS CEASES PUBLICATION

By G. K. B.

With the present number, Bearings ceases publication. This state of affairs is due to the fact that the three companies publishing cycle papers in Chicago have seen it to be to the advantage of the cycle trade, to the advantage of the sport, and to the advantage of themselves, that one paper be published instead of three. It is plain to any one who has studied the situation, that, by uniting the three papers into one, a vastly better paper would result, inasmuch as the patronage that has been divided between three would naturally go to the one that takes their place, and allow more care and expense in the production of the new one.

The matter was first talked of between the parties interested about one month ago, and from that moment the business proposition that has been consummated rapidly took form, and inside three weeks every detail was satisfactorily settled. A new paper, published by a new company, will take the field. The new company will be composed of the stockholders of the old companies. The new paper will be called The Cycle Age. Its business department will be presided over by N. H. Van Sicklen and R. M. Jaffray, who occupied similar positions on Bearings and The Referee, while the editors of Bearings and Cycling Life, Geo. K. Barrett and Walter Wardrop, will jointly perform the same function for The Cycle Age.

All subscribers to the old papers will receive the new one for the terms of their subscriptions. The united mailing lists of the old papers will give the new one a circulation that will not be approached by any similar publication.

The policy of The Cycle Age will be a compromise between the policies of all three of the old papers. The trade will be more thoroughly treated than ever in the past, while the sport will receive fully as much attention. As in Bearings, the two will be treated in departments that will be entirely separate from each other. Already the new paper has received most substantial support from the cycle trade and is assured, beyond the shadow of a doubt, of a long and prosperous career. It will accurately, but unofficially, reflect the policies of the National Board of Trade of Cycle Manufacturers, the Rubber Tire Association, the Wood Rim Manufacturers' Association, and the National Association of Cycle Dealers.

In the trade department, the new paper will treat very fully of the economics of the bicycle business and will deal with bicycle mechanics in a

thorough and exhaustive manner. It will be at once a paper performing the functions of a newspaper in disseminating the news of the trade and a valuable manual of instructive discussions concerning business policy, trade methods, and factory construction. It will be invaluable to the dealers and repairmen in that it will put all the members of the trade in touch with one another and will point out for them the business policy and business methods which are most useful. Repair shop practice will be elaborately treated, and information for buyers will be given in a manner that will make *The Cycle Age* indispensable for them.

In the portion of the paper devoted to the sport and pastime of cycling, both will be treated fully and accurately. Racing will receive careful attention. The results of road and track competitions will be handled concisely and accurately. A considerable amount of space will be devoted to special articles, which will be at once interesting to those who follow racing and those who follow the sport merely as a temperate recreation to fortify the constitution and pleasantly fill spare hours. Cycling politics will receive careful attention to the end that those wheelmen who are among the vast body of organized cyclists will be placed in a position to act intelligently not only in determining the course of action of those bodies that govern the sport itself, but that the great movement for better roads throughout the country may progress rapidly and that municipal, state, and national reforms in the rules and regulations governing cycling, the conditions of streets, the regulation of railroads, and other vital particulars may be more speedily accomplished. The "Events of the Week," which has become famous in *Bearings*, will be perpetuated in *The Cycle Age*.

What the writer has to say that partakes of the sentimental, is said on the editorial page. It is hardly fitting, however, that *Bearings* should deliberately take leave of its host of readers and friends without leaving for them a bit of its personal history.

The first issue of *Bearings* saw light on February 6, 1890. It was a fourteen-page sheet printed entirely on green paper of about the same tint that marks the present cover and green has always been its color since, although the inside of the periodical was printed on white paper after the first few numbers. It started in under the same management under which it now discontinues publication. From a little fourteen-page paper it grew and grew until it became the leader among cycle publications. It has been fearless in its advocacy of reforms and changes for the betterment of the sport. It has set the pace for its rivals in the matter of collection and arrangement of news and of illustrating. It has spent money liberally for the benefit of its readers and patrons. It has never in a single instance failed of accomplishing any reform for which it took up the cudgel. Among the many reforms and innovations which it has instituted and brought about are the following:

The running of relay rides, the first notable one of which was run by *Bearings* from Chicago to New York, May, 1892, in almost continuous downpourings of rain and seas of mud in the remarkable time of 109 hours.

The recognition of the possibilities of honest professionalism in which it took the lead and the establishing of professional racing as it is run today for which it deserves the lion's share of credit.

The adoption of racing colors on the path in which it worked alone and which it alone accomplished.

The present accepted method of determining the real champion of the

year by the compilation of statistics as to the number of races ridden and the number won by each of the prominent racing men of the country.

The publication of readable and well illustrated cycle stories, and the giving of prize competitions in connection therewith.

The institution of the National circuit which it first advocated and took an active hand in forming.

The institution of associated cycling clubs in the various cities of the country which it first advocated, and the first one of which it helped form.

The building of light wheels for road and track, a subject which it long and earnestly championed against mountains of prejudice until it saw the accomplishment of its ideas.

The elimination of newspaper controversies, in which matter it long ago adopted the rule, "Say nothing of contemporaries unless it be something complimentary."

The adoption of gear-cases for American wheels, in which it has led a crusade in which others were forced to follow—a crusade that has assumed such great proportions as to need no further assistance from Bearings, and which has laid the way for the chainless wheel.

The publication of the events of the week in cartoon form, which has been copied and imitated the world over.

With a record like this—and it has been given only as a bare and incomplete resumé—Bearings may well lay down for its long rest satisfied that it has not lived in vain. As if this were not enough, it can look back with pride to the publication of the most voluminous, most artistic, and most carefully prepared special editions that have ever been gotten out by any class publication in the whole wide world.

As a mere matter of printing, Bearings' figures are astonishing. It has issued no less than 407 separate numbers in as many weeks. The bound volumes laid on their sides, one on top of another, make a pile six feet high. The paper consumed would cover more than 48,000 acres, more than 250 million square feet, or the equivalent of a strip one foot wide and long enough to considerably more than girdle the world twice.

Such has been Bearings' record. The Cycle Age can be wished no greater good than that it may carry on with equal success the work that Bearings now drops, a wish that Bearings extends to its successor with the happy knowledge that the wish will be realized.

"Farewell! A word that must be and hath been—
A sound which makes us linger—yet—farewell."



NEWS IN GENERAL

NEW YORK NEWS NOTES.

Good Roads Day at the National Assembly—
Zim Congratulates Peabody—
Murphy's Mile.

New York City, Nov. 15.—Plans for Good Roads day at the National Assembly, to be held in St. Louis, were discussed at the meeting of the executive committee of the League of American Wheelmen held on Saturday, and matters will be perfected at another meeting to be held this week. It was also decided to make an attempt to arrange some kind of an alliance with foreign cycling associations. The idea will be to have interchangeable tickets of membership which will grant the same privileges in each country visited by a member of the L. A. W., and the same in the case of foreigners who visit this country.

There has been a rush of plans for a cycle path over the Brooklyn bridge, and it has been virtually decided that the best one submitted to date is that of a member of the Good Roads Association, of Brooklyn, which calls for a single path over the north side of the structure. It is to be twelve feet wide, and will extend to Mail street on the New York side. This latter has caused a protest from a number of the local papers, and it may possibly be arranged to come to an end at the terminus of the bridge proper. The Good Roads Association, the New York consulate, and the associated cycling clubs of the two cities will make a formal effort to obtain the needed improvement before the board of trustees is succeeded by the regular bridge commissioners, to be appointed by the new mayor.

In a letter to Bearings' representative last week, Arthur A. Zimmerman congratulates Peabody on beating his long standing record and says: "I think he is deserving of much credit, and I hope I am among the first to offer him my congratulations. I can fully appreciate the great amount of work he has gone through the past season, and, now that he has surpassed my record I sincerely trust he will take the merited rest that is due him."

And so do the true colors of the great Zim shine. They may equal his record, but it is a question whether any rider will fill the spot in the hearts of old-timers in the game, who still consider the only Arthur as the greatest racing man that ever rode a bicycle.

In past years the midnight run to Tarrytown and Yonkers has been cared for by no one, and, in consequence, there has been considerable dissatisfaction among those who contested. It has been the custom for the hotel keepers at those places to offer a bottle of wine to the bicycle rider who reached there first on the new year, and each year the race has been of more than ordinary interest. The trouble was, that instead of starting from One Hundred and Tenth street, as the rules called for, some of the riders last year took a mile or more start, and had got on the outside of the "Extra Dry" even while the other riders were struggling up the snow-covered hills leading to the town. This year the race will be in charge of the Associated Cycling Clubs of New York, and fair play will be guaranteed all those who are willing to brave the weather con-

ditions that are prone to prevail on New Year's eve.

Charles Murphy made another trial over the Twenty-second avenue course on Friday, and the timers claim he covered a straightaway mile on that road in 1:00 $\frac{4}{5}$. It was a private effort, and the rider was only paced by one sextuplet manned by a number of his clubmates, one of them being a professional and the others amateurs of no marked ability. Incidentally, a fifty-mile breeze is said to have helped the record breaker along, although the feat is not generally believed in this vicinity. The men who timed the trial are the same who disbelieve the time of Earl, who claimed to have covered the course in 1:22 $\frac{1}{5}$. The latter's friends now deride the assertion of the other member of the Kings County Wheelmen. Murphy may make another trial within a few days.

In a recent century run of the Long Island City Wheelmen, there were medals offered for the first five to finish the journey. As has been the case on all the century runs, there were women in line, and now it is said the club violated the rules when it allowed the men and women to compete for the medals in a contest that might be termed a race, as well as a century run. The ruling of Chairman Mott on the matter will be awaited with interest.

AL. REEVES.

PRESIDENT ORR'S REPORT.

The Canadian Discusses His Trip to the Pacific Coast—His Recommendations—Grievances Settled.

Toronto, Can., Nov. 12.—A very important meeting of the executive committee of the Canadian Wheelmen's Association was held at the Rossin House, in this city, yesterday. The session occupied the whole day, and nearly all the association's officers were present. The consideration of the report of President George H. Orr,

who has just returned from the Pacific coast, was the chief business of the executive. The report gave a comprehensive and intelligent review of the racing situation on the coast and will no doubt be read with widespread interest. The report is as follows:

In British Columbia I find all clubs loyal to the C. W. A., and also all riders whom I met enthusiastic in that direction. I can confidently say that there will be no secession in that district this year. I have conversed with delegates from all our clubs on the coast, and find that the position of affairs has been misunderstood by the association in the east. Their grievance is not by any means against the association, but against the manner in which the rules have been interpreted by our local officers in that district.

I found our chief consul to be one of the most popular gentlemen in general sporting circles in that province. He has interpreted the rules and enforced them to the strict letter. In fact, too strict in some cases. He has followed his instructions from the executive in a manner that has made at least two clubs antagonistic to him. This is partly owing to the executive itself, which did not have the exact position of affairs explained to it intelligently, and partly from the fact that Mr. Fullerton was not a member of the Vancouver club, having left the same through some differences regarding interpretation of the rules, which were probably taken as a personal ruling against the club. I know that Mr. Fullerton is a gentleman who has been a valuable officer of the C. W. A. for years past. I also am aware that no motive would cause him in any way to exercise his power to the disadvantage of the Vancouver club for personal gratification. In looking over his work I can only find that he has been an efficient officer, and in his rulings has been influenced by his interest in this sport and desire to firmly carry out the rules.

The Victoria Club's Grievance.

In this connection, President Prescott and delegates from the Vancouver club laid their case before me in a clear manner. An adjustment of misunderstandings in the case of one or two rulings was made for their benefit. One and all assured me of loyalty to the C. W. A.

The Victoria club delegates put before me a well sustained grievance, backed up by documents to prove their claim. It referred to the suspension of their riders the blacklist of their track, and an assessment of supposed unnecessary fees. I wen

into the matter in this case at some length, and also made such inquiries that have convinced me that the suspension and the blacklist is an injustice. I have promised them a speedy recognition of their claim by the executive, and that their matter will be righted. The facts are these: On September 4, they held a race meet, in which several C. A. C. C. riders competed, with the result that all Canadian riders were suspended for the term of a year. Even those who were entered and who did not ride, were suspended. For some time previous the newspapers on the coast, influenced by the California reports and by general conversation among clubs, had given the public to understand that the C. W. A. would surely recognize the C. A. C. C. Attention was called to the fact that the executive held a meeting at Toronto on September 2 to look into this matter. The decision was awaited for on the coast with anxiety. On September 2, our chief-consul there acknowledged receipt of letters from Victoria promoters, inclosing their applications and fees for sanction. He stated in his acknowledgment "when I hear from the chairman of the Dominion racing board, the result of the executive meeting held today respecting C. A. C. C. entries, I will attend to your sanctions."

A Misunderstanding.

On September 3, a telegram was received, by the promoters from the consul, stating, "sanctions mailed today. Also a copy of telegram received." "The riders were in Victoria, all awaiting a reply like this, and took it to mean that the sanction was all right. In this connection, I might say, that I interviewed and heard from several riders direct, who competed, and they one and all informed me that they never thought that they were doing wrong, or was any warning given them.

On Saturday morning, the day of the meet, the usual sanction was received, bearing no comment or restriction, and attached thereto was a telegram from the Dominion racing board, dated September 2, reading: "Executive today refuses recognition Sunday racing. In any event, are negotiating with league. Will advise results as soon as possible."

Taking all the evidence into consideration, I think it right to reinstate these riders on the track at once, for the reason that there is not the slightest bit of evidence forthcoming to show that the Victoria club has a written notification from an official of the C. W. A., previous to the date of this race meet, in which it was definitely told not to allow C. A. C. C. riders to compete; also because the general opinion appears to have

been that this association would at once recognize them, thanks to the press reports, etc. The telegram which arrived on the morning of the race meet only intimated that the C. W. A. would not recognize Sunday racing. This telegram was interpreted by the chief-consul and is the basis whereby suspensions were made.

No club on the Canadian coast wants Sunday racing. However, they wish to have riders from the Pacific coast and from adjacent American cities compete at their races. When it is remembered that Seattle, Tacoma, and Portland are practically one night's ride to Victoria and Vancouver, and the cities are all in direct circuit, therefore the benefit will be seen, and it is an acknowledged fact, that without outside competitors their race meets have been failures, and they get no draft from the far east of riders of any calibre.

The Coast Visit.

My visit to the Pacific coast included the cities of Seattle, Tacoma, Portland, and San Francisco. It was made for the purpose of finding out exactly to what extent the C. A. C. C. had influence, and as to whether it would benefit our coast division to recognize them. I had interviews at the different places with officers of the L. A. W. and C. A. C. C., and I also interviewed many riders concerning the matter. I wish to state that while I have been credited with making speeches and signing newspaper interviews, I did not make a speech or write a line to the press from the time I left until now. I endeavored to impress all the interviewers from the newspapers that I was in the country in the interest of the C. W. A. and to see for myself the position of affairs. I have been credited with speaking intelligently of the affairs of the L. A. W. and I. C. A., about which I know so little; and it has been annoying to me to see so many diversified newspaper reports of the very little I did say.

I found that San Francisco was the headquarters of the C. A. C. C. and also found the officers to be really clever and capable young men, who had every confidence in the success and permanency of their organization. Inasmuch as the L. A. W. have blacklisted nearly every track in northern California, and in other portions of the coast, they have in a manner crippled themselves for holding race meets. In that portion of the coast I find that the C. A. C. C. is the only power controlling bicycle racing. I find that it has the almost entire sympathy and support of the newspapers. The L. A. W. has steadily been losing members, and does not appear to have worried itself about the racing game at all, nor has any

endeavor been made to revive it. Even in its others matters it is at a very low ebb, and its divisional elections were not held this year on account of no quorum being raised. I found the league officers very kind and courteous, and am indebted to Mr. Strong, the chief consul, for his trouble and attention; also to Messrs. Swayne, Adams, and Welsh, for attention and information regarding the C. A. C. C.

In Oregon and Washington, I find that the C. A. C. C. has also a strong foothold, but not such an entire control as in California. The newspapers in these states appear to be evenly divided on the question, and among riders themselves there is some apprehension as to which association will come out on top. In fact, many riders who are members of the league, and one or two officials of the league, expressed their hope that some arrangement would be made whereby the L. A. W. would come to terms with the coast association or allow it to take charge of all the racing.

Recommends Recognition of C. A. C. C.

I would sum the whole matter up briefly as follows: If the L. A. W. does not indicate at an early date that it is its intention to actively assume a campaign on the Pacific coast, or treat with the C. A. C. C., whereby the many riders whom it has suspended and thus prevented coming into Canada, can be reinstated, then I would advocate recognition of the C. A. C. C. I think it would be distinctly to the benefit of our association to do so, for the reason that the whole coast, United States, and Canada, are so far removed from the east, and its bicycle racing circuits, that it would give our coast division an opportunity of bringing in their neighbors and swelling their gate receipts. Affiliated as we are with the I. C. A., an organization composed of associations, some of whom allow Sunday racing, I can see no reason why the C. A. C. C. should not be recognized by us, even if such action would be looked upon by the league as out of order. I think that the L. A. W. would not raise a point with us on that ground, as we will most certainly not permit Sunday racing in Canada, nor is it wanted or asked for on the coast.

On my arrival, I found that the Victoria club had a resignation prepared, but upon my assuring the officers that their grievance would receive attention upon my return, I understood the resignation was destroyed. Their reason for proposing to resign was because they could not get what they considered a reasonable hearing of their grievance.

To Messrs. Fullerton, Bowell, Prescott, and Gibbons, and, in fact, to all the coast

gentlemen whom I met, I am exceedingly grateful for the manner in which they entertained and looked after me. It is to be regretted that my visit was bulletined as "a delegate coming to patch up differences"; really, there was nothing for me to patch up as regards secession movements. I found the riders out there in touch with C. W. A. affairs, and a great deal more loyal than some right here at home, who have had so much to say as to how our association should be run during my absence. Removed, as they are, 3,000 miles away, they do not get the same central privilege of companionship in the C. W. A., and that they should prove to be so loyal to the interests of our association controlling bicycle meets in Canada shows that the true Canadian spirit of support is one of their first motives.

The Report Adopted.

After some discussion, it was moved by Mr. Beament, seconded by Mr. Irwin, and unanimously carried, that the report of President Orr upon the state of affairs in British Columbia be received, and that his recommendations as to the raising of the suspension imposed upon the Victoria B. C. Club, track, and Canadian riders who competed at the race meeting there on September 4 last, be adopted, it being the opinion of the committee, that the competitors took part in the said competition in ignorance of the true state of affairs.

"That this meeting desires to place itself on record, on behalf of the C. W. A., which it represents, that the Sunday racing shall not be allowed in Canada so long as it is in our power to prevent it; nor will the C. W. A. permit Canadian riders to race in other countries on Sunday.

"That the secretary of the association be instructed to enter into correspondence with the L. A. W. with the object of effecting, if possible, an amicable arrangement by which the further wishes of our British Columbia brethren may be complied with."

A Good Roads Campaign.

The C. W. A. is inaugurating a very active and effective campaign in the interests of good roads, and

already this season has distributed 35,000 copies of a very useful book on this question. It is altogether likely that the government will assist the association to defray the cost of another edition of 40,000 copies of this valuable work. H. B. Donly, the energetic secretary of the C. W. A., has a plan to distribute 250,000 copies of good roads literature with the assistance of the country press throughout Canada.

Customs Regulations.

There is no little dissatisfaction in Canadian wheeling circles over the new customs regulations in reference to tourists' wheels. At present a Canadian wheelman may enter the United States with his bicycle and return at pleasure without being harassed in any manner by the customs authorities, provided his bicycle be of American manufacture; if it be otherwise, he is compelled to put up the duty as a deposit, and must re-export his bicycle within three days. Much more liberal arrangements are in force on the Canadian side, and it is believed that except the obnoxious regulations be removed, the Canadian government will engage in a reciprocal movement. There seems no good reason why tourists should be continually subjected to fresh annoyances, and the difficulty of maintaining equitable regulations on the Canadian side is made exceedingly difficult by the introduction of a discriminating tariff on the American side and the withdrawal of the reasonable privileges heretofore enjoyed.

W. N. IRWIN.

MICHAEL REIGNS SUPREME.

He Wins Both Match Races in the Windy City—McDuffie Has a Fall and Quits.

Chicago, Nov. 15.—Little Jimmy Michael has twice again proved himself the all but invincible champion of middle-distance racing. His defeat

of E. A. McDuffie in the fifteen-mile match last Friday night and of Fred Titus in the twenty-five-mile match Saturday night, on the eight-lap board track in the Coliseum, under the management of the American Cycling Association, convinced the thousands of spectators who watched the progress of the races and cheered the midget on to victory that he has no peer in all America.

From the first, Michael was the favorite, as Chicagoans had seen his ride at Garfield Park track last fall, whereas McDuffie and Titus were strangers. But the Welshman endeared himself to the crowds by the beauty of his riding and his unassuming manner. They fell in love with his modest demeanor, and marveled at his wonderful sprinting ability and the steadiness with which he clung so tenaciously to his pacemakers and swung from one machine to the other in making the pickups. They sympathized with McDuffie on account of his poor pacemaking, and hissed Michael when he kept on riding after Eddie fell in the fifth mile. Titus was hooted and hissed when his pace-makers shook him and he refused to accept more pace, finally quitting the race, but resuming again to ride out the full distance and win back some of the admiration of the spectators.

There were 10,000 paid admissions each night, and the meet was so successful, financially, that the promoters propose holding a number of similar meets during the coming winter.

The Michael-McDuffie Race.

In the fifteen-mile match Friday night, a standing start was made, and the pacemakers went by at such a gait that the two contestants had to sprint nearly a lap to catch them. Michael caught on first and got the lead. But after a few laps McDuffie began picking up and the race became a most exciting fight for the lead. A fresh pacing crew pulled McDuffie to the front amid the wildest cheers

of the crowd, but he was unable to keep it for long, as Michael shot out from behind the multiplet he was following and, sprinting past McDuffie and his pacemakers, fell in behind one of his own pacemaking crews in the lead. These lively brushes raised the enthusiasm to the highest pitch, and it was easy to see that the race was a hot fight between old opponents, although Michael had the advantage of much the better pacing.

McDuffie's teams were badly managed and the presence of three or four on the track at a time served to worry the holder of the American mile record. At four and a half miles, this confusion resulted in a fall for McDuffie, whose front wheel touched the pacemaker's rear wheel and sent him flying across the track into the tan-bark of the arena. He was not hurt much, however, and remounted and started out again as soon as his handle-bars could be straightened. Meantime, Michael had gone on for several laps, until, hissed by disapproving spectators, he dropped his pacemakers and slowed up to magnanimously wait for his rival. But the management forced him to go on, announcing that he would make an attempt on the indoor record.

He had gained six laps on McDuffie before the latter got started again, and was going finely. He continued to increase his advantage owing to McDuffie's poor pacing, until his opponent finally quit discouraged in the eighth mile. The on-lookers were most keenly disappointed, but realized that McDuffie was sadly handicapped and that it was hopeless for him to continue the unequal struggle. Michael went on mile after mile at almost a two-minute gait, swinging with no apparent effort from one to another of his pacemaking machines, until he completed the fifteen miles in 31:07½, the best time for the distance ever made in this country, and

a most creditable performance on an eight-lap track. His times by miles were as follows:

Mls.	Time.	Mls.	Time.
1	2:09½	9	18:32½
2	4:11	10	20:37
3	6:12¾	11	22:45¾
4	8:12¾	12	24:49¾
5	10:13¾	13	26:52¾
6	12:23	14	29:00¾
7	14:24½	15	31:07½
8	16:32½		

The Other Events.

A number of short races were run off before the big event of the evening. John S. Johnson was roundly cheered when he won his heat in the half-mile open, professional, but he failed to show in the final, which was won by J. B. Bowler, who rode well both nights, doing excellent work on the front end of a triplet Saturday night in the big match race. John Fisher rode second, Al. Newhouse, third, and Angus McLeod fourth.

C. W. Miller won his heat from 90 yards, and the final of the mile handicap, professional, handily, and was cheered and applauded, being a great local favorite. There were eight starters, and a spill brought down two on the last turn of the final lap. Johnson finished second, and C. Turville took third money by running across the tape dragging his mangled wheel, still entangled with another.

Frank Pearson won his heat easily in the quarter-mile open, amateur, but rode third in the final, J. Newkirk taking first, and L. Honic, second.

The club pursuit races were an interesting feature of the programme. Trial heats only were run off Friday night. The teams of three were started from opposite sides of the track and rode until one man overtook all the members of the other team or the limit of two miles was exceeded. The Bankers', Woodlawns', Atlas', and Englewoods' qualified for the semi-finals, scheduled for Saturday night.

Walter Sanger rode an exhibition mile, unpaced, in 2:05¾, breaking the

indoor record. Fred Titus went a paced mile in 2:03¾.

Summaries the First Night.

Quarter-mile open, amateur; final heat—J. Newkirk, first; L. Honic, second; F. Pearson, third. Time, :33¾.

Half-mile open, professional; final heat—J. B. Bowler, first; J. Fisher, second; Al. Newhouse, third; A. McLeod, fourth. Time, 1:04¾.

One-mile handicap, amateur; final heat—C. R. Terryberry, first; A. J. Doughty, second; A. Kreuger, third. Time, 2:11¾.

One-mile handicap; final heat—C. W. Miller, first; J. S. Johnson, second; C. Turville, third; G. Mierstein, fourth. Time, 2:08¾.

The Michael-Titus Match.

Saturday night, Michael took the lead from the start and steadily increased his advantage. He lapped Titus several times, and so disheartened his opponent by the manner in which he ran away from him that Titus sat up in the seventh mile and declined more pace. He dismounted on the backstretch and entered the inclosure, intending to quit the race. The crowd signified its disapproval in the customary unpleasant ways, and his friends and the officials urged him to go on, which he did after losing a number of laps. He caught onto a triplet and started out after Michael at a hot pace but he soon began to lose again. At twelve and a half miles the rear wheel of the tandem pacing him collapsed and caused a spill, in which Titus sustained only slight bruises. He quickly remounted and finished the twenty-five miles, losing lap after lap to the little Welshman, however. There were several lively sprints, which resulted in Titus taking the lead only to quickly lose it again. Michael finished two miles and a lap ahead of his opponent. His time by miles were as follows:

Miles.	Time.	Miles.	Time.
1.....	2:01¾	14.....	29:02
2.....	4:02¾	15.....	31:10¾
3.....	6:04¾	16.....	33:14¾
4.....	8:05¾	17.....	35:23
5.....	10:03¾	18.....	37:31¾
6.....	12:07¾	19.....	39:38¾
7.....	14:15¾	20.....	41:46¾
8.....	16:21	21.....	43:55¾
9.....	18:25¾	22.....	49:06¾
10.....	20:30¾	23.....	48:23
11.....	22:35	24.....	50:29¾
12.....	24:39¾	25.....	52:34¾
13.....	26:50¾		

Saturday's Other Events.

The feature of the short races on the programme was the manner in which J. B. Bowler won his heat and the final of the two-mile professional handicap. Bowler was on the 40-yard mark, but he overtook and passed John Fisher, at 60 yards, and C. W. Miller, at 100 yards, beating out Fisher in a driving finish at the tape. Time, 4:24¾. W. De Cardy ran third.

In the final of the mile open, amateur, Frank Pearson refrained from setting any pace and then in the sprint left the other contestants yards in the rear, Gus Gloss finishing second, and H. R. Davis third.

The semi-finals of the club pursuit races excited much interest and enthusiasm. The Bankers won from the Atlas Wheelmen by reason of Pearson's fine ride, in which he ran away from his team mates and overhauled the Atlas men inside the two-mile limit. In the final, however, Pearson, who again ran away from his team mates, was passed by S. Lingenfelder, who was left to fight out the race for the Woodlawns alone. When he was presented with the \$150 silver bowl as a trophy to the winning club the cheering was deafening.

Summaries.

Half-mile handicap, amateur; final heat—G. Gloss, first; L. Honic, second; C. A. Burlingame, third. Time, 1:03¾.

Five-mile club pursuit race; final heat—Woodlawn C. C., first; Bankers A. C., second. Distance, one mile, six and a half laps. Time, 4:12¾.

Two-mile handicap, professional; final heat—J. B. Bowler, first; J. Fisher, second; W. De Cardy, third; C. W. Miller, fourth. Time, 4:24¾.

One-mile open, amateur; final heat—F. Pearson, first; G. Gloss, second; H. R. Davis, third. Time, 2:14¾.

H. W. P.

N. C. U. ABOLISHES ROAD RACING.

The Council Meeting Also Institutes Tandem Championships—Amateur Hour Record Broken on an American Machine.

London, Nov. 6.—The council meeting of the National Cyclists' Union, held last Saturday, at the Inns of Court hotel, was well attended,

and the assembly polished off a big agenda, under Percy Low's chairmanship, in just over two hours. The first topic to generate a discussion was a paragraph in a report of a conference between the N. C. U. and the Amateur Athletic Association, which imposed certain restraints upon the union in proclaiming cycle tracks known to be dangerous, where an A. A. A. club was concerned. Although warned by Doctor Turner that a war between the bodies would probably result if the compromise were not accepted, the council threw out the paragraph and gave its delegates a strong expression of opinion that the union supremacy must be secured regardless of consequences.

H. H. Griffin's proposal to institute both amateur and professional tandem championships was adopted without opposition. Doctor Turner got permission to withdraw his motion respecting the abolition of pacing in amateur races, promising to formulate a scheme for submission to the January meeting. It was resolved that in future in the N. C. U. championships from one-quarter to five miles there should be a time limit fixed on the day of the race. In the event of this limit being exceeded, the heat, or final, as the case may be, will be declared void.

Road Racing Abolished.

By far the most important resolution, however, was that passed by the council abolishing road racing among licensed riders of either class. It was carried almost unanimously, after a reasonable amount of discussion, and ran as follows: "That no licensed rider may take part in any race or paced record attempt upon the road." While leaving the clubman free to go for his time medal, this new law abolishes racing among those who wish to ride upon the path either at home or abroad. Of course, the unlicensed riders of unaffiliated clubs will continue to defy the union in

the old sweet way, but the police and not the union are responsible for their proceedings.

New Amateur Hour Tandem Record.

At Putney track, by special union permit, allowing triplet as well as tandem pacing, two amateurs, F. G. Lewin and F. Albone, on an American tandem with G. & J. tires, started to beat the amateur hour record of 27 miles, 1,000 yards, held by Hitchcock and Earl. They succeeded in getting inside previous amateur bests at eleven miles, and covered 28 miles, 120 yards, in the sixty minutes. This distance is, I believe, world's amateur tandem record.

Fred W. Barnes, of the Polytechnic C. C., a rider thirty-five years of age, made a second attempt to break the London to Bath and return record on Saturday, and succeeded in doing the 212 miles inside twelve hours for the first time over this course. Barnes' time was 11:48:42 as compared with H. C. Horswill's previous best of 12:06:30. Barnes had fog and greasy roads to retard him at the London end of his journey. All things considered, the ride (timed by Bidlake) was a remarkable feat.

On the same day, a phenomenal flying start, downhill mile on the road was ridden by R. P. Clark and Fred Battersby (professionals) on a tandem. Ed Plummer (Sporting Life) and his son were responsible for the time, 1:23½, which is the fastest for 1,760 yards ever accomplished on any type of bicycle. [Greene and Erswell rode an unpaced mile at Cheyenne, Wyo., aided by a gale, in 1:17¾, in the fall of '95.—Ed.] There was no wind, and the hill was picketed by flag bearers, who signaled "road clear" before the men started. The previous best ride under similar conditions over the same course was by Earl and Pepper, who rode a mile in 1:25¾.

The Stanley C. C. Smoker.

Last night the Stanley C. C. enter-

tained 2,500 representatives of the metropolitan cycling clubs at a grand smoking concert, held at Queen's hall, Langham Place. George Lacy Hillier occupied the chair, supported by Colonel Savile, Robert Todd, G. C. Bartley, M. P., and the officers of the club. About half way through, Lacy Hillier ascended the platform and delivered his annual speech, heralding the approach of the twenty-first Stanley show. He said he was under orders from Mr. Lamb, the show secretary, not to make a fighting speech, but nevertheless he scored very fairly. There would be 350 exhibitors and a good display, including all the novelties and a selection of motor carriages. They had to thank their good friends, the enemy (the National show), for "conducting an overflow exhibition in a remote suburb." As a matter of fact, the space at the Stanley show could have been let two or three times over. The committee had not thought of excluding American or French machines from the show, as they believed these exhibits were of public interest. This latter point was received with applause, and must have gratified S. A. Miles, who was present. The evening concluded with the national anthem about 11.15 and every one appeared well pleased with the function.

Lombart Lowers Stocks' and Eden's Records.

On Thursday, at the Crystal Palace, there was further record breaking. Maurice Lombart, of Amiens, who had journeyed from Paris for the special purpose, beat his own record for one kilometer (1,093 $\frac{3}{4}$ yards), flying start, and J. W. Stocks' half-mile, flying start. Lombart was paced by Dunlop crews. His times were:

Distance.	Lombart's times.	Previous best.	Holder.
$\frac{1}{4}$ mile.....	:23 $\frac{3}{4}$	:23 $\frac{1}{2}$	Johnson
$\frac{1}{2}$ mile.....	†:47.....	:47 $\frac{3}{4}$	Stocks
1 kilometer.....	†:58 $\frac{3}{4}$	:59 $\frac{1}{4}$	Lombart
†World's records.			

Immediately afterward, an amateur

team on a quad started for the unpaced mile record. Their times, taken by E. A. Powell, N. C. U., as were Lombart's, were as follows:

Distance.	Time.	Previous best.
$\frac{1}{4}$ mile (Holton, Dalton, Feltham, and Lock.)	*:32 $\frac{3}{4}$	:35 $\frac{1}{4}$
$\frac{1}{2}$ mile.....	*:57 $\frac{3}{4}$	:1:01 $\frac{3}{4}$
$\frac{3}{4}$ mile.....	*1:25 $\frac{1}{2}$	:1:29 $\frac{1}{2}$
1 mile.....	*1:53 $\frac{3}{4}$	:2:00 $\frac{3}{4}$
*mateur records.		

On Friday, Maurice Lombart covered a kilometer from a standing start in 1:08 $\frac{3}{4}$, beating the record of Jaap Eden by 1 $\frac{3}{4}$ seconds. This latter was made on the Seine track, July 10, 1896. Lombart's Palace pacers were a trifle too fast for him, as after going a lap he finished alone. Lombart used a Dunlop safety with tires en suite for both of his rides. Today, Saturday, Lombart is expected to go for the standing start half-mile of Stocks.

News in Brief.

A. A. Chase's manager, W. T. Walton, writes to Sporting Life today, announcing that A. A. Chase is prepared to accept Michael's recent challenge to the world, for any distance from 1 to 100 miles, and for any sum Michael likes to name.

Ernest Gould, the 100-kilometer world's amateur champion, was fined \$7.50 for furious riding at Sleaford, on Monday, in connection with his twelve-hour ride on October 6.

At Merthyr Tydvil, on Monday, in a match for the ten-mile championship of Wales, James, of Mountain Ash, beat Kennard, of Cardiff, by two yards.

The Arthur Linton memorial committee has unanimously decided to erect in the center of Aberdare a monument in memory of Linton, in the form of a life-sized figure of the rider.

Beerbohm Tree, the great actor, has suddenly been converted to cycling, for which he has long entertained an aversion.

Birmingham's new motor car and cycle clubhouse, which has cost over \$60,000, is nearly complete, and prom-

ises to prove the biggest institution of its kind in the kingdom.

C. W. HARTUNG.

QUAKERS WAKE UP.

Philadelphia Cyclists Determine to Take Up
Politics in the Future—Indoor
Racing This Winter.

Philadelphia, Pa., Nov. 14.—Following the example of the wheelmen of Chicago and New York, the local pedal-pushers have at last succeeded in bringing the bicycle prominently into politics, and in all future municipal and state elections they promise to cut a very prominent figure. Heretofore the cyclists of this city have lacked organization. Since the recent election, however, when the loan bill, which, among other provisions, provided for the expenditure of over \$3,000,000 for the improvement of streets and highways was passed mainly through their efforts, their influence has been felt, and woe to the future candidate for office who fails to command the vote of the wheelmen.

The loan bill was passed by a big majority, but it is certain had it not been for the joint efforts of the Pennsylvania division and Associated Cycling Clubs, the bill would have been defeated, it being computed that of the total votes for the measure, fully one-half were cast by wheelmen. But this is but the beginning, for plans are already being laid for a vigorous campaign next February and again next November when another mayor will be elected to succeed the present incumbent, Charles F. Warwick. Councilmen will also receive attention and every effort made to elect men who will look after wheelmen's interests.

At present the methods of councils and the city government generally are very loose and the slipshod system of paving, the spoiling of improved highways by allowing cor-

porations to tear them up, and the ever increasing list of ordinances unnecessary and in many cases unconstitutional, to which wheelmen are compelled to submit, are matters of deep concern. All this the wheelmen mean to correct and if they are successful it is expected that the bicycle will largely benefit the municipal methods of the city.

Indoor Racing.

Philadelphia is at last to have indoor racing and on next Saturday night the first of the indoor tournaments will take place in Saenger hall. The United Singing Societies have spent considerable money in constructing a track and putting the large auditorium in shape for racing and it is designed to have races three and four nights a week. The track is of wood, twelve feet wide at the turns, widening to fifteen feet in the stretches. It is ten laps to the mile and heavily banked at the turns, resembling the Willow Grove track on a smaller scale. Commencing on November 22, there will be a six-day race with sprint races each night. After this event it is proposed to have races at least three nights a week. The success of a winter season seems assured, and as many of the National circuit riders have promised to take part, it is expected that this city will be the center of the indoor game.

G. M. D.

BOSTON WANTS THE MEET.

Boston, Mass., Nov. 15.—There is an air of suspense in local cycling circles which can be accounted for in two ways: The returning board is busily engaged in counting the ballots which will decide who is to be the next chief-consul of the Massachusetts division, and a movement has been started to secure the next national meet of the League of American Wheelmen.

In regard to the election, it is reported that nearly 9,000 ballots were

cast, and there is also a rumor that Sterling Elliott is getting two votes to Mr. Dorntee's one. In regard to securing the next national meet, the question was first presented during the early part of last week and it appears that the movement is meeting with cordial support among the most prominent wheelmen in the city. Those that are in favor of the idea state that there is no city in the country that is in better circumstances at the present time to entertain the members of the L. A. W.

"On to Boston in '98" is the war cry that is being shouted in the prominent clubrooms; and there is every indication that a most determined effort will be made to secure for Boston the next national meet. It is proposed to form a Boston '98 Meet Club, to which will be assigned the arrangements for securing the meet, and a meeting of L. A. W. members in and around Boston has been called for that purpose.

G. W. T.

THREE DAYS AT PUEBLA.

Puebla, Mex., Nov. 3.—A financially successful three-days' race meet was concluded here yesterday. It was given under the auspices of the Puebla Athletic Club, which has a membership of 250, all cyclists, and owns a magnificent clubhouse and a well-banked track. The club members who managed the race have much to learn, however, for a number of serious spills were caused by the riders looking back, riding hands off, and cutting in on the pole. Mohler and Bouligny carried off the lion's share of the prizes. Following are the summaries of the three days of racing:

Sunday, October 31.

Six-kilometer, Class II.—R. Collada, first; G. C. Rugama, second. Time, 10:20.

Two-mile tandem, Class I.—Mohler and Bouligny first; Adams and Coryell, second. Time, 4:33.

Five-mile, Class I.—Mohler, first; Bouligny, second. Time, 15:02.

One-mile open, Class I.—Mohler, first; Bouligny, second. Time, 2:15.

Monday, November 1.

Three-mile open, Class I.—Mohler, first; Bouligny, second. Time, 7:57.

Three-lap race—Ramirez, first; R. de la Torre, second.

One-mile open, Class II.—L. G. del Pozo, first; Coryell, second. Time, 4:24.

One-mile open, Class I.—Mohler, first; Bouligny, second. Time, 2:18.

Tuesday, November 2.

Three-quarter-mile, Class I.—P. Maupome, first. Time, 1:55.

Three-quarter-mile, Class I.—Mohler, first; Bouligny, second.

Two-kilometer championship of Puebla Athletic Club—Del Pozo, first; Maupome, second. Time, 3:37.

Five-kilometer handicap—Castro Castano, first; G. C. Rugama, second. Time, 12:20.

Three-lap consolation—Adams, first; Zertuche, second.

E. R.

"THE HUMORS OF CYCLING."

Whoever has ridden the bicycle much must have been often brought face to face with the funny side of the recreation. The fun usually commences when the novice begins to learn to ride, but there are few who can appreciate the humors of the thing then. It is not until one becomes proficient and sees others undergoing the ordeal of learning to control the erratic machine that the ludicrous aspect of the attempt can be really enjoyed. Then, too, there are always occurring in the city streets and on country highways incidents that are full of interest and amusement. These are refreshingly dealt with in a collection of amusing short stories and sketches under the above title, written by H. G. Wells, W. Pett Ridge, Barry Pain, and other English writers, which have just been published by M. F. Mansfield, 22 East Sixteenth street, New York City. The book is handsomely printed and beautifully illustrated with pen sketches and wash drawings.

END OF THE CIRCUIT

Fight With a Southern Railroad Causes the Chasers to Disband—Fast Racing at Jacksonville and Belleair—Butler's Great Handicap Ride—Eaton the Indoor King

Atlanta, Ga., Nov. 15.—By the arbitrary action of the Central Railroad of Georgia, in demanding fare for 'Little Pete,' the mascot of the cir-



"LITTLE PETE"

cuit, and in holding the baggage of the circuit chasers for the \$1.32 necessary to liquidate the debt, the National circuit of '97 came to an unexpected close in this city, and the

circuit men will scatter to their homes for a brief visit previous to the opening of the indoor racing season in New York, Philadelphia, and elsewhere. Suits for damages involving many thousands of dollars were this morning authorized by the circuit party, and the promoters of the Chattanooga meet will likewise enter suit for the spoiling of the much advertised meet of tonight which had to be declared off. Burton Smith, a brother of the famous Hoke Smith, was retained by the circuit men and will vigorously push the case against the railroad. He informs the circuit men that nothing the railroad can do will prevent the collection of a handsome sum for damages.

Pete, who had followed the circuit all through the season but who was put off the special train when it started from Trenton for the south, could not forget his circuit friends. He pawned his good clothes and stole aboard a vessel bound for Jacksonville. At Charleston, the captain put him off, but he sneaked around the block and again stowed himself away on the same vessel. The circuit men welcomed him at Jacksonville—at least some of them did.

When the party left, Pete had a berth with one of them and a ticket which the railroad men had given him. At Belleair, McFarland, Stevens, Freeman, Kimble, Aker, Baker, and others, all of whom had in a measure been looking after the lad—detached

themselves from the party and told Pete to remain there and he would be cared for. But Pete wanted to go north, and the Plant System passenger agent told him to go along and the conductors would pass him through. Six changes of cars were made, and it was the last conductor who raised the disturbance. He demanded fare of Pete, and Pete refused. Then he demanded that the circuit men pay for the lad, but they disclaimed any responsibility, and told the conductor he must collect from him or put him off.

This morning, when the circuit men who had spent the night in the city tried to check their baggage to Chattanooga, they were told that they could not do so, as the agent had orders to hold all the baggage until the fare of the lad from Macon to this city had been paid. The circuit men protested that this was an injustice and out of the question. The railroad men were firm, and the train

pulled out while the argument was going on. It was then found that there was no other train to Chattanooga until late this afternoon, and too late to make that city in time for the races to-night. M. O. Crumpler, the meet promoter at Chattanooga, was present at the time, and he left on the train vowing vengeance on the road. He will sue for heavy damages, as he had the meet liberally advertised, the grand stand seats all sold, and a grand success in sight.

The railroad was willing enough to right matters after the mischief had been done, and the baggage was released within a few minutes after the train had departed. In the party was Bald, Loughhead, Gardiner, Brown, Butler, Hadfield, Wells, Eaton, Walthour, Ward, West, Macdonald, and others. Earl W. Peabody, who passed through Atlanta this morning from Lake City, Florida, en route to Chattanooga, also had his trunk here, although he

PERCENTAGE		
Bald		.880
Stevens		.666
Cooper		.638
Gardiner		.608
Mertens		.599
Newton		.594
N. Butler		.581
Hoyt		.536

did not come here with the circuit men at all.

Standing of the Men.

The fight for second position in the championship tables the past week was most bitter. Cooper made a better showing the last week than he has made for the past two months. He gained eight points and went up into third position, displacing Nat Butler and forcing that man down to his position of a few weeks back. Cooper is now only two points back of Gardiner.

In the percentage thermometer, Cooper is but a few thousandths below Stevens, who has not been able to qualify for a long time. Arthur Gardiner lost considerable in his percentage, and is very near the .500 mark. In the points table he is closely pushed by Cooper.

Brown added a few more points and some percentage to his standing, which places him still farther out of reach of those below him. Brown defeated Bald for the first time this year at the Jacksonville meet. Bald ran third in the race, Cooper securing second place.

Earl Kiser will not have a place in the thermometer this season. His team mate, A. C. Mertens, has a good standing and is one of the best men in the country. Mertens left the circuit at Atlanta and came north. Fred Hoyt and C. R. Newton joined them in their northern trip, stopping off at Charlotte on their way and competing in the National circuit races there.

Bald lost 7-1000ths in his percentage, but this did not amount to anything, taking into consideration the fact that he is so far in advance of the other men in the tables. Bald sits on top of the thermometer and looks down upon his fellow competitors, a joyous smile playing about his face as he watches the men scramble for second position. They are far below him, and at times he

takes a nap in order to give them a chance to come closer to him.

Points and Prize Winnings.

Bald	137	\$3,167.00
Gardiner	87	1,455.00
Cooper	65	1,452.00
Butler, N.	59	1,135.00
Stevens	44	965.00
Brown	43	680.00
Loughead	38	660.00
McFarland	33	958.00
Kimble	30	713.00
Newton	30	680.00
Hoyt	29	520.00
Hadfield	17	225.00
Coleman	17	470.00
Wells	13	242.00
Steenison	11	190.00

THE JACKSONVILLE MEET.

Jacksonville, Fla., Nov. 10.—Jacksonville gave a successful National circuit race meet today at the Panama track. Today's meet was planned for the men of the special train, but the forced abandonment of the cars somewhat spoiled the plans of Jacksonville's promoters. Bald, Cooper, Loughead, Gardiner, and Brown were present today, and the Florida people saw racing the like of which they had never witnessed before. The Merchant's Festival, being on in Jacksonville, contributed largely to the attendance. The fight for the final positions in the percentage and points tables contributed to the racing. Sensational features were many. Dr. Brown took his twelfth victory today. Cooper ran second to Brown, with Bald a close third. Cooper not only defeated Bald here, but in the two-mile open he gave him another whipping, both being apparently easy for the Detroit man, who rode as he used to do long ago. The races were well contested throughout and very interesting in both heats and finals.

Two Firsts for Peabody.

Peabody, the Chicago amateur, played Powers, the local pure, in the two-mile handicap. Powers was worked out to the front at the bell and sprinted, Peabody hanging. The local enthusiasts went wild, but they did not know the man. Peabody came out at the head of the stretch,

and his 105th victory was rather easy, to tell the truth. This surprised Peabody, who had been taught by local enthusiasts to respect the local man. Peabody gained another victory in the mile open, pressed hard by Powers, giving the Chicago man his 106th victory for the season. Powers pressed Peabody close in this race. He had run third in the handicap, Coxetter beating him also.

Rawlins fouled Peabody, and that rider fell in the mile handicap. The Chicago man was coming round the field finely at the time, and his 107th victory was sorely spoiled. Rawlins was disqualified for the second time during the day, both fouls causing falls.

From scratch in the two-mile handicap, Loughhead ran to second position, defeating both Nat Butler and Cooper. Walthour won in a tight finish. Freeman and Huffstetler gained third and fourth, the race proving a strong one after closing in the last lap.

The Mile Open.

Gardiner, Cooper, Eaton, Brown, Kimble, Bald, and Loughhead lined up in the order named in the mile open. Brown caught the pacemaker and Cooper, Bald, Loughhead, Eaton, Kimble, and Gardiner followed. Wells held the pace to the half and Aker took it from there. At the quarter, Brown jumped up and Eaton made a splurge to come round the outside. Brown quickened his gait and Cooper gained his side. Bald essayed to come up, but failed, gaining the side of Cooper. The three men shot over the tape inches apart, Brown gaining his eleventh victory by inches and Cooper beating Bald for the first time in months. Gardiner shoved his nose into fourth position and Loughhead gaining the fifth prize. The time was 2:07.

Summaries.

One-mile open, professional—Brown, first; Cooper, second; Bald, third; Gardiner, fourth; Loughhead, fifth. Time, 2:07.

One-mile open, amateur—Peabody, first; Powers, second; Wilson, third. Time, 2:29½.

Two-mile handicap, amateur—Peabody, scratch, first; Coxetter, 60 yards, second; Powers, 40 yards, third; Thompson, 100 yards, fourth. Time, 4:34.

Two-mile open, professional—Cooper, first; Bald, second; Gardiner, third; Freeman, fourth; Kimble, fifth. Time, 4:13½.

One-mile handicap, amateur—Wilson, 85 yards, first; Thompson, 85 yards, second; Jones, 60 yards, third. Time, 2:10.

Two-mile handicap, professional—Walthour, 45 yards, first; Loughhead, scratch, second; Freeman, 150 yards, third; Huffstetler, 200 yards, fourth. Time, 4:25½.

AT BELLEAIR.

Belleair, Fla., Nov. 12.—The new \$10,000 track was used by the circuit chasers today, and the 1,500 people who attended the races were well repaid for their trip to the track. Bald took the half-mile open in his usual style, with Cooper second, and Butler third. The champion was whipped in the quarter-mile, failing to get in front at the proper time. Loughhead took the race from Kimble, with Bald third, Brown fourth, and Cooper fifth. Gardiner could not close with his field in the mile handicap, and Hadfield won easily in 2:00½. Peabody won the quarter-mile and mile open in hard fights with Powers.

Summaries.

Quarter-mile open, amateur—Peabody, first; Powers, second; Thompson, third. Time, :35½.

Half-mile open, professional—Bald, first; Cooper, second; Loughhead, third; Butler, fourth; Eaton, fifth. Time, 1:14½.

Quarter-mile open, professional—Loughhead, first; Kimble, second; Bald, third; Brown, fourth; Cooper, fifth. Time, :32½.

One-mile open, amateur—Peabody, first; Powers, second; A. M. Jones, third. Time, 2:32½.

One-mile handicap, professional—Hadfield, 70 yards, first; Huffstetler, 120 yards, second; Wells, 100 yards, third. Time, 2:00½.

Five-mile handicap, amateur—Peabody, scratch, first; Powers, 100 yards, second; Coxetter, 120 yards, third. Time, 12:36.

One-mile tandem—Peabody and Thompson, first. Time, 2:45.

HANDICAP RECORD FOR BUTLER.

Belleair, Fla., Nov. 13.—The most sensational handicap race of the season was seen in the second day's racing of the National circuit meet. Nat Butler again proved himself king in handicap races and upon his bald head the crown rests very comfortably. Butler took the two-mile handicap race from scratch in the

world's record time of 4:01½, breaking the record of Sager, of Denver (professional), and of Goehler, of Buffalo (amateur), by fourteen full seconds. The record of today is the first for Belleair's great track, and the builders are naturally delighted.

All the other races of the day were remarkable and closely contested. Bald ran fifth in the mile open, the first time in months that the champion has finished unplaced. Three men competed in the mile race for the citizens' purse, each man going alone and paced. The time limit was 1:55. Brown was paced by two tandems, and did 1:52. McFarland was paced by a triplet and tandem. His time was 1:49½. Bald had two tandems and did 1:51½. Peabody, although defeated in his match race with Powers, brought his record up to 111 firsts.

Summaries.

One-mile open, professional—Walhour, first; McFarland, second; Cooper, third; Butler, fourth; Bald, fifth. Time, 2:10.

Two-mile handicap, professional—Butler, scratch, first; Hadfield, 100 yards, second; Freeman, 120 yards, third. Time, 4:01½.

One-mile, 2:05 class, professional—Brown, first; Hadfield, second; Freeman, third. Time, 2:07½.

Half-mile open, amateur—Peabody, first; Powers, second; A. M. Jones, third. Time, 1:18½.

EATON IS INDOOR KING.

Atlanta, Ga., Nov. 16.—Jay Eaton is the indoor king. The New Jersey man took the great four-cornered match tonight in eight warmly contested heats. Every heat was a race and every race drew blood. Loughhead gained second in the match, and Bald third. Cooper was last, although in very fine shape. The final heat saw Eaton in the position back of pace. At the bell Loughhead had jumped to the side of Eaton, and around the first turn it was neck

and neck. Loughhead, however, led into the backstretch by two lengths. Eaton closed and coming round the last bank he was on the rear wheel of Loughhead. Down the stretch Eaton closed in great jumps and at the tape the Elizabeth man had the contest by not over three inches. The judges were in doubt in this as in other heats of the great contest, but gave the race to Eaton.

The contest was for a purse of \$500, one-quarter of which was deposited by each man, and for fifty per cent of the gross gate receipts, divided fifty, twenty-five, fifteen, and ten per cent among the four men. The entire amount of money involved was probably very close to \$1,000. The contest was run in heats of two men each, one mile, flying start, paced by the Winesett and Repine tandem team.

The first heat was between Loughhead and Bald, the former winning in a hot fight in 2:04¾. In the second heat, Eaton beat Cooper by a length in 2:01¼. In the third heat, Bald and Cooper came together, and Tom surprised the people by winning a fine race by an open length in 1:57¼. Eaton and Loughhead apparently ran a dead heat in the next, but Eaton protested the Canadian for foul riding, which was allowed by the referee. After much persuasion, Loughhead was induced to ride with Cooper. He won in 2:02¼. Bald beat Eaton in the sixth heat, which made a tie for first money between Eaton and Loughhead, and Cooper and Bald for third. The Cooper-Bald heat was run off first, and Bald won by a foot in 2:07¾. The deciding heat was won by Eaton.

F. ED. SPOONER.

EDITORIAL

BEARINGS
SAYS
FAREWELL.

Sad as a farewell to a dying brother is this farewell of Bearings and of its editors and publishers to their readers and friends—for this is the last Bearings that will ever be. Some emotions may be adequately expressed in mere words, but the emotion awakened by this last farewell can not be thus expressed. Such emotions may be expressed only in a fierce grip of the hand, a manfully suppressed sob, a dearth of words, and a world of feeling. Cold type can not compass them. Bearings has been to its owners, who have been actively engaged in its publication, a child, a companion, a hope, and a dependence for eight long years. It has been a companion, as well, to a host of readers who have watchfully followed its every step. For them the discontinuation of Bearings will be felt as a keen personal sorrow.

But Bearings has not been carried away by an overwhelming tide of adversity. The sorrow at its discontinuation is born of sentiment only. There has been a host of competitors in the field—too many, it is true—but worthy competitors for all that. The brightest of them have been in Chicago. The march of progress made a change imperative. Bearings, in the present case, as in the past, was among the very first to see the need, and, seeing a need of change, has moved rapidly. The change is nothing less than the consolidation of all the resources, brains, and energy of the three Chicago cycling publications, Bearings, The Referee, and Cycling Life, into one new paper—The Cycle Age, which will make its initial bow one week from today. It will be all that Bearings has been and all that the other two papers have been—larger, better, and more carefully prepared.

Still that fact does not lessen sorrow at losing Bearings. But what has been said does not express a tithe of the sorrow felt and more words would not express more.

Eyes, gaze your last on the pages of Bearings; gaze your last on its green cover.

The king is dead; long live the king!

THE BICYCLE
IN THE
ARMY.

No foothold gained by the bicycle in recent years has been of greater importance than the recognition which it has been accorded during the past few months by United States army officials. For several years European military men have given the bicycle a prominent place in field maneuvers, but however this may be, the bicycle was not received with open arms by American military men on the strength of European hearsay. The wheel was first subjected to the most rigid of army tests, the results of which were, in some instances, almost as much of a surprise to the bicycle manufacturers as to the army officers. The significance of the

favorable official reports regarding the adaptability of the bicycle for military uses is best appreciated by those who have had experience with the rigor of government tests.

What test, for instance, could be more severe than the 1,000-mile journey of Lieutenant Moss and his bicycle corps from St. Louis to Fort Missoula, Mont., last summer. Some of the roads were almost impassable, and there were stretches of miles and miles compared with which, Lieutenant Moss said, a granite pavement was as smooth as glass. At one time the soldiers had to push their wheels through six inches of snow. A week later they were traversing alkali plains where the mercury was 111 degrees Fahrenheit. In one instance the corps traveled fifty miles without water. There was no condition of weather which the soldiers did not have to endure, and no topographical obstacle which they did not overcome. The soldiers carried their own provisions, as well as their guns and other luggage.

The bicycles used by Lieutenant Moss' men were built especially for army purposes. The tubing was similar to that used in tandems and the machine was somewhat heavier than the ordinary roadster. The average distance traveled in a day was about fifty miles. The runs were as a rule made so as to avoid riding in the heat of the day. Throughout the trip breakdowns were of infrequent occurrence. The tires in particular stood the test amazingly well.

The official report of Lieutenant Moss should settle beyond peradventure the question of the efficacy of the bicycle as a military adjunct. Among other things Lieutenant Moss states in his report that military bicycling is in its infancy and that "no one who has not had actual experience can fully appreciate the possibilities of the wheel as a machine for military work."

General Miles, the commander of the United States army, is a thorough believer in the bicycle and its future from a military point of view. He thinks that a few thousand cyclists could be organized into the most effective army corps ever marshaled. Concerning the bicycle as a factor in the rapid movement and mobilization of troops, General Miles is as positive as Lieutenant Moss in his confidence of its effectiveness.

Such strong testimony in behalf of the bicycle from the sources quoted could not be obtained unless the silent steed had come up to requirements in every particular. American manufacturers may yet find the army of this country and those of Europe among their best customers. In case of war, the bicycle factories would likely be among the busiest places in the country. The military bicycle corps is in its first stages of development in the United States, but in view of the favorable reports of its practical value it is not improbable that considerable bodies of troops will in the near future be trained in bicycle evolutions.

THE BICYCLE AS A SIDEWALK INSPECTOR.

It has been left for Detroit to put the bicycle to a new and very practical use. The City of Straits has long suffered from damage suits brought by persons who have been injured by defective sidewalks, and as a preventive of other accidents a corps of sidewalk inspectors has been appointed. These men will be asked to use bicycles in the performance of their duty, and an amendment to the bicycle ordinance will be introduced in the council giving the inspectors the privilege of riding on the walks. The men will wear uniforms to distinguish them from other

cyclists. Commissioner of Public Works Moreland is fathering the new plan, and by this means expects to have the best sidewalk inspection service in the world.

Whoever has had occasion to ride a bicycle on a sidewalk—which, notwithstanding the laws to the contrary, most of us have had to do at times owing to the impassable condition of the street—will at once recognize the advantages the bicycle possesses as an inspector of walks. The rolling motion of the wheels instantly betrays the presence of loose boards by a most pronounced and unmistakable rattling, which, when a series of them is encountered, is like the rattling discharge of a company of infantry in sham battle; and when a vacancy left by two or more displaced boards is encountered, there is no doubt that the rider will become aware of the defect, no matter how inattentive to his duty as an inspector he may be. In fact, the more absorbed in other matters he may have become, the more forcibly the defect will be impressed upon his mind, and perhaps on other portions of his anatomy. Wide longitudinal spaces between planks at crossings and elsewhere are also prone to make themselves manifest, not always in an agreeable manner. Disjointed stringers, broken boards, settled foundations, and other minor defects will be quickly noted by the man awheel, while protruding nail points are not likely to be long overlooked by the patrol who rides a pneumatic tired safety over the walks day after day.

In commenting on the barring of American wheels from the National show, an English contemporary remarks: "Wait until we hear the howl raised by the Yankees." We fancy Johnny Bull, with his hand to his right ear, straining every nerve to hear the Americans "kick." But he has a "kick" coming.

The more one reviews his experiences of sidewalk riding the more convinced is he that the bicycle is eminently fitted for the use of the sidewalk inspector, and that Commissioner Moreland has hit upon a most satisfactory expedient for protecting Detroit public funds.

Some of the short-distance men evidently think that Michael, McDuffie, Titus, and Starbuck have struck a sort of cycling Klondike, judging by the announcement of Gardiner and Johnson, who are about to try their hands—or rather feet—at the middle distance game.

Judging by the way Nat Butler rode in the two-mile handicap at Belleair last Saturday, it would have been another case of Bald headed if the White Flyer had started from scratch with the hairless wonder from Boston.

"The Missing Minute, or How I Rode a Straightaway Mile," by C. W. Murphy, is the latest, according to the New York daily papers.

It has been suggested that Michael be called "the Human Corkscrew" instead of "the Little Wonder," "the Welsh Rarebit," etc.

"That's our meat!" exclaimed Boston when it put in its bid for the '98 league tourney.

If Boston gets the '98 meet, there will be a great Hub bub in Beantown.



“Sort of Good”

An old man who had made a local reputation as a compounder of herbs and simples, labeled one of his remedies, "Rheumatic Oil, S. O. G." The village folk were naturally curious to know the meaning of "S. O. G.," and when pressed for an explanation, the inventor gravely replied:

"I felt some uncertain whether this Rheumatic Oil would be a perfect success, so I put those three letters after the name to signify 'Sort of Good.'"

"Sort of Good" is a fit description of the many different kinds of tires now in process of manufacture for the 1898 trade.

Competition is so keen, and bicycle makers so insistent upon a lower price for tires, that tire manufacturers are going to meet the condition by making "sort of good" tires and trusting to luck when the rider gets them.

There is one concern whose tires will not be made upon such a basis.

The Palmer Tire Company will not lower its standard. Not an iota.

It is willing to accept the new conditions with the lowest possible price for the best possible tire.

But it will not manufacture such a thing as a "sort of good" Palmer tire. Palmer tires will be better than ever.

A tire, as well as a bicycle, can be made so cheaply as to be worthless.

A poor tire is the most abominable part of a bicycle.

Cheap tires make a cheap looking bicycle, while every one knows that Palmer tires mark the high grade wheel.

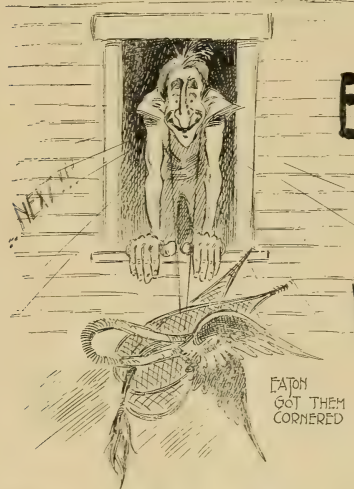
The bicycle manufacturer's path of safety lies in making Palmer tires his standard equipment.

THE PALMER PNEUMATIC TIRE CO.
CHICAGO
 NEW YORK OFFICES: 66-68 READE ST.



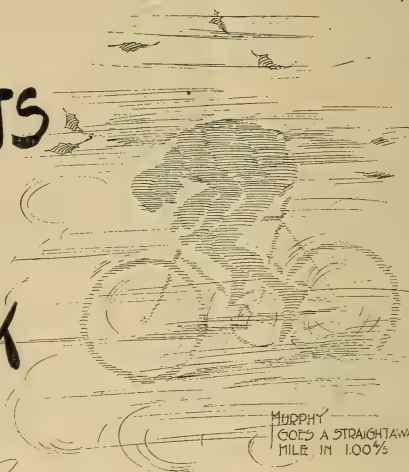
MICHAEL
AGAIN SUCCESSFUL

DENTIST BROWN PULLS
A FEW LEGS



EATON
GOT THEM
CORNERED

EVENTS OF THE WEEK



MURPHY
GOES A STRAIGHTAWAY
MILE IN 1.00%



BOSTON
AFTER THE
'96 MEET



ANOTHER
COMBINE STORY

“SKY-HIGH”

Over 83,000 Crescents

“the wheel that stands up,”

WERE MADE AND SOLD IN 1897!

The public and our agents have strongly manifested their approval
of our strictly one-price policy.

CRESCENTS for 1898

No.	Model.	Wheels.	Depth of Frames.	List Price.
1—	Men's	28 inch	22, 24, and 26 inch, Chainless	\$75.00
4—	Ladies'	“	20, 22, and 24 inch. Chainless	75.00
11—	Men's	“	22, 24, and 26 inch	50.00
12—	Ladies'	“	20, 22, and 24 inch	50.00
	Racer	“	22 and 24 inch	50.00
20—	Tandem	“	22-inch	75.00
25—	Tandem	“	20 inch front, 22-inch rear	75.00
2—	Youths'	26 inch	20-inch	30.00
5—	Misses'	“	20-inch	30.00
3—	Boys'	24 inch	18-inch	25.00
6—	Girls'	“	18 inch	25.00
7—	Boys'	20-inch	14½-inch	20.00
8—	Girls'	“	14½ inch	20.00

We Guarantee our Wheels and we Guarantee our Prices.

Crescents are not cut-price nor bargain-counter bicycles.
Agents are sure of a certain profit on their investment
in Crescents.

Agents' advance catalogue mailed upon application.

WESTERN WHEEL WORKS, Makers,

Factory,
Chicago, Ill.

Eastern Branch,
36 Warren St., New York.

TRADE

TRADE LETTERS

TUBE COMPANIES COMBINE.

Five of the Largest Mills in America Join Forces—Official Confirmation of the Story.

Toledo, Ohio, Nov. 15.—Five million dollars of capital will be represented in the new consolidation of the American Weldless Steel Tube Co., and the Brewer Seamless Tube Co., of this city; the Shelby Tube Co., of Shelby, Ohio; the Ellwood Tube Co., of Ellwood City, Pa., and the Greenville Tube Co., of Greenville, Pa., details of which have been officially confirmed in this city. Enough light was shed on the combine today to warrant all that has been said in the dispatches to the daily press throughout the country. Preliminary details for the consolidation were in the main consummated by W. H. Miller, head of the Shelby Tube Co., who will be president and general manager of the new company, and by H. A. Lozier, Sr., the well known head of H. A. Lozier & Co. Offices and headquarters will be at Shelby, Ohio.

As early as October 1, the preliminaries were all well in hand, and since that time the various interests were being merged slowly and gradually into one compact whole. These interests represent from eighty to ninety per cent of the output of tubing in America, and have a minimum capacity of 50,000,000 feet per year. The American Weldless and Brewer companies alone have an output of 6,000,000 to 10,000,000 feet per year, being regulated by the demand of the cycle industry. The American Weldless company has been established less than two years, and the Brewer company has been in operation just a trifle longer.

It is given out authoritatively that the combination was made possible by the fight between Messrs. Miller and Lozier, and that another reason was the failure to bring about the proposed consolidation of the

American Weldless, Ellwood, and Greenville plants under the title of "Tubes, America, Limited," and about which so much has been said in the cycle trade papers. In consequence all negotiations with the English syndicate that sought to control these three industries, are off, and the result will be the manufacture of tubing under the American rights to the Stiefel process for piercing steel billets, which is owned by the consolidation. Ralph Charles Stiefel is the inventor of this process, which sold in England in 1896 for half a million dollars. The new company will control the output of the Swedish steel makers and will make direct shipments to the various industries.

Once the combine gets well under way it is calculated to divide the plants into departments and have one control the specialties for cycle construction; another for hydraulic pneumatic tube works; another for government work, such as boiler flues and large ordinances where seamless tubing is required; and others for bicycle tubing, etc. The bicycle tube industry will, of course, consume the largest part of steel tubing. Already the secret processes of the plants composing the combine have been turned into the new company and can be used at any one or all of the mills composing the new company VANCE PRATHER.

ANOTHER CONSOLIDATION STORY.

This Time the Makers of Medium Grade Machines Will Combine to Protect Themselves.

Toledo, Ohio, Nov. 15.—As far as the plants of the Snell Cycle Fittings Co. and the Kirk Mfg. Co. of this city are concerned, there is seemingly no foundation or substantiation for the report sent out from this city of the consolidation of the two companies with the plants of the

We Want

a few more

Good Jobbers

in Unoccupied Territory

to sell the most complete and up-to-date line of '98.
Our lists will be low.

March-Davis Cycle Mfg. Co.

Factory, 44th and North Aves., Chicago.
Chicago Salesroom, 800 Isabella Bldg.

47 Warren St., New York.
15 Holborn Viaduct, London.

Mention Bearings



CHASE
TOUGH TREAD
TIRE
LESNA ON.....
CHASE TOUGH TREAD TIRES

Has broken all American records 3 to 30 miles.
All world's competition records 3 to 25 miles.



Light
and
Resilient.
Practi-
cally
Puncture
Proof.

Made by L. C. CHASE & CO., Boston.

Branches: NEW YORK, CHICAGO, PHILADELPHIA, BUFFALO, SAN FRANCISCO, LONDON.

Mention Bearings

Western Wheel Works, Chicago; A. Featherstone & Co., Chicago; St. Nicholas Mfg. Co., Chicago; Indiana Bicycle Co., Indianapolis, Ind.; Schlueter Mfg. Co., Cincinnati, Ohio; Crawford Mfg. Co., Hagerstown, Md.; Reading Mfg. Co., Reading, Pa., and Acme Mfg. Co., Reading, Pa.

It has been stated, and given wide publicity, that the above named companies had entered one mammoth pool, representing seventy-five per cent of the manufacturers of medium-grade bicycles in America, whose avowed purpose would be to regulate and control the output in the United States and to maintain a schedule of prices.

Relative to the local end, J. R. B. Ransom, of the Snell company, positively refused to make any statement either affirming or denying the story, and in fact would not talk at all for publication, evading all questions bearing on the reported combine. E. E. Kirk, of the Kirk company, is out of the city for a week, and in consequence no statement could be had from that quarter, although Secretary-Treasurer Colter said he would neither affirm or deny the statement, intimating that his company had not been approached, and in fact, knew absolutely nothing of the consolidation.

Nevertheless, it seems to be current among local tradesmen that such a pool has been talked of, but that the report was given publicity so prematurely that the manipulators were taken completely off their guard.

It is stated with authority that it has been the purpose of several of the companies mentioned to form an organization that would wipe out the manufacture and sale of auction and job lot wheels, thus keeping the price of the recognized product at a fixed standard.

From statements gleaned today it is to be inferred that the story is in the main true, although the completed consolidation may not be represented by the same industries as are now given out. Messrs. Ransom and Colter were both asked to give out signed statements either affirming or denying the report, but refused to do so. Their evasiveness, therefore, would lead the trade to believe that some such move was in contemplation.

V. P.

The Rumor Denied.

Chicago, Nov. 17.—When interviewed regarding the report of the combination of the largest makers of medium-grade bicycles for the purpose of maintaining list prices, E. J. Day, superintendent of agencies of the Western Wheel Works, denied point blank that there was any truth in the story, so far at least as the makers of the Crescent are concerned, and furthermore stated that he knew nothing about the matter.

"I most emphatically deny it," he said. "We were instrumental in causing the other makers to reduce their prices since '93, and now we don't see why we should help them to maintain them. We shall maintain our prices in '98 and also in '99, having sold 83,000 bicycles this year, and are making preparations for an output of 100,000 next year."

With regard to the chainless models at \$75, Mr. Day said: "Those who announced that we were going to sell chainless bicycles at \$75 can now say 'I told you so.' Anybody can make good chainless bicycles to sell at \$75. We have been working on the chainless models for eighteen months and had them complete eight months ago. We are prepared to meet the demand, whether it is for 5,000 or 50,000, but are giving our principal attention to our \$50 chain wheels, which constitute our main line."

H. W. P.

SOUTHERN TRADE PROSPECTS.

Next Season Will Be the Most Prosperous Ever Known—Dealers in Kentucky, Tennessee, and Georgia.

Augusta, Ga., Nov. 15.—The season of 1898 will prove a record breaker for the cycle business for the southern states. The number of agents will decrease, but those going out of business will be of the irresponsible class and will really be a good riddance. The manufacturers who have spent money in working the south will reap the benefits, and it will be practically useless for new concerns to offer their products to southern buyers. A careful investigation by the writer shows a decrease of at least thirty-five per cent in the number of firms handling wheels. This can be accounted for by explaining the loose manner in which the majority of dealers have conducted their business, selling wheels on any terms, and at margins which in the end prove ruinous.

The Louisville Trade.

Prince Wells has possibly sold more wheels than any of the other dealers in Louisville. Wells handles the Rambler and Crescent and builds a special wheel of his own, known as the Speed. His riding academy and salesroom are the handsomest in the south. G. M. Allison & Co. have had the Stearns for their leader, and Phil Allison, who is the sole owner of the business since his brother's death, says that he will again push the Yellow Fellow, but intends to take on another line in the spring. Allison has done a very satisfactory business. The Outing branch, which is in charge of A. L. Ray, has done exceedingly well and



Diamond Cranks

made of the finest steel forgings hardened to prevent bending, are admittedly far superior to the old fashioned round or square cranks. All New Clippers for the coming season will be fitted with our special diamond cranks of our own design, fastened

by our original method without the aid of cotter pins.

If you want a FINE bicycle **RIDE THE CLIPPER.**
You'll save money in repairs.

N. 62, '98.

THE CLIPPER PEOPLE, Grand Rapids, Mich.

Mention Bearings

Outings are very popular in the city. Martin & Martin have no excuses to offer for the results of their efforts in connection with the Napoleon, Columbus, Henley, and Overland. They have not as yet decided what they will push next season. The Whayne Mfg. Co. handled Monarchs exclusively, with the exception of a wheel of its own manufacture, and did well, placing quite a number of both. Chas. C. Nolting has been pushing the Eclipse and the result is that quite a number of them are to be seen on the streets. The local branch of the Pope Mfg. Co. has placed a large number of Columbias, but the profits will be lessened by the great expense of keeping up the swell store. The Overman Wheel Co. is endeavoring to close its local branch, and if successful, this popular wheel will be placed in the hands of some of the prominent dealers in the city.

Owensboro is practically controlled by one firm, Guenther & Sons, who handle the Monarch and Stearns. T. C. Walden, one of the best known wheelmen in the state, is in charge of the bicycle department of the concern, and has done much to bring their line to the front. Hill & Steitler handle the Columbia. The Delker Mfg. Co. has its factory at this place and has several hundred wheels on the streets.

Paducah is one of the best cycling towns in the country, and has three live and progressive dealers. Wahl & Sons handle the Monarch, Victor, and Barnes; Gleaves & Co. have the Cleveland, Crescent, and Halladay agencies, while the Paducah Cycle Co. controls the sale of the Stearns, Syracuse, Overland, and Rugby. The first two concerns have done the bulk of the business, honors being about equally divided, while the Paducah Cycle Co. has secured a nice share of business though handicapped by a poor location.

Jacob Zimbardo is the only dealer of importance in Henderson. He sells the Monarch, Outing, Norwood, and Thomas. He gave several meets during the summer, which have proven great stimulants to the trade.

Memphis Hurt by Yellow Fever.

The late fall trade which was expected to have been heavy in Memphis, Tenn., was cut short by the appearance of yellow fever in that city, and as a consequence the dealers have lost many sales. The Memphis Cycle Co. will handle the Monarch and Outing lines exclusively this season and looks forward to an immense business. It has done well the past season. White & Withers did probably the largest business of any of the dealers, though pressed hard by Rice &

Humes. They handled the Cleveland as a leader and the Crawford and Adlake in connection with this popular wheel, making an excellent line. Rice & Humes pushed the Columbia and the popularity which this wheel has attained in the city can be traced to their efforts. Jerome P. Parker has done well with the Rambler and Union. Dick Yeates, the trick rider, is associated with Parker and the pair are well liked in the city. C. J. Scherer handles Crescents exclusively and has done an immense business with this excellent line. Frank Schuman has placed a number of Victors during the past season. There are other dealers here but these are the most prominent.

In Chattanooga.

Chattanooga is controlled by three dealers—the Graham Cycle Co., Morgan Cycle Co., and Ed Manlove. Graham has the Pope agency and has done a nice business. The Morgan Cycle Co. has pushed the Victor, while the Sterling and a line of cheaper wheels are also represented. Manlove handles the Waverley, Rambler, and Crescent and has done a most satisfactory business.

In Macon, Ga., very peculiar conditions have existed for the past season. One firm controlled twelve agencies, and until its failure late in the summer handled the business in a miserable manner. With this firm out of business the other dealers will experience a very successful season in '98. Burke & Co. represent the Sterling; Parmelee & Co., the Cleveland and Crescent; J. W. Shinholser, the Columbia; Garden Bros., the Monarch, and C. Huhn, the Crawford, Adlake, and Eagle. Macon is one of the most enthusiastic racing cities in the state and race meets always draw well.

Successful Season in Atlanta.

In Atlanta there are several dealers who report a most successful season. W. D. Alexander handled the Victor, Waverley, and several other lines in his retail store and jobbed Mason & Mason's (now the Soudan Mfg. Co.) line throughout the south. He contemplates turning his retail store over to his brother and giving his jobbing house his entire attention. The Randall Cycle Co. has handled the Monarch line exclusively and has done well. The Johnson Cycle Livery Co. has the Dayton and Peerless wheels for leaders and does a good business. The Clarke Hardware Co. has done well with the Spalding, while F. G. Byrd, local manager for the Western Wheel Works, claims more business than any of the other dealers. Walthour Bros. have the Cleveland agency, while the Sterling is at present unplaced, although a very

popular wheel here because Bob Walthour rides it.

Savannah's Many Lines.

Savannah, Ga., is without a doubt the greatest cycling city in the south. Its miles of beautiful asphalt drives and shady streets make the city a cycling mecca. It is here that the first cement track in America was constructed, and Zimmerman, Wheeler, and Banker, who used to train here, are still the local wheelmen's idols. Lattimore Bros. control the Barnes, Keating, Dayton, Ide, Union, Wolf, Eagle, and Waverley agencies; Fred Myers, Jr., the Cleveland, Rambler, and Crescent lines; R. V. Connerat pushes the Stearns and Orient; C. A. Bryson, the Pope line, and Lindsay & Morgan the Victor, Luthy, and Crawford. Eugene L. Gilbert handled the Monarch exclusively last season and did a good business, but owing to ill health will retire from business on the 1st of December. Meyers will probably take on the Monarch, though the deal has not as yet been closed.

Dealers of Augusta.

Richards & Shaver are prominent dealers in Augusta. They handle the Cleveland and Monarch lines and have done an immense business. Thomas & Barton have done well with the Victor, Crescent, and Imperial lines, these three wheels being quite popular here. Field & Kelly have been successful with the Crawford and Rambler, while C. R. Beall pushes the Orient. Deveney, Hood & Co. have just closed with the Pope Mfg. Co. to represent the Columbia line next season. The Eagle is handled by John J. Evans & Sons. This is also an enthusiastic racing town, and a big meet is to be given here Thanksgiving day by the local club. Very few traveling men have struck this section of the country yet, but are expected soon.

W. H. PICKENS.

A GOOD FIELD IN ITALY.

American Goods, Once Introduced, Have the Preference—Norway Offers a Fair Market, Too.

Washington, D. C., Nov. 15.—In the opinion of Consul-General de Castro, at Rome, Italy is a good field for American importations. At present the bulk of the imports are drawn from Germany, Great Britain, and Austria. American manufacturers desiring to operate in Italy should send competent men to familiarize themselves with the market, to study their possibilities, their needs, the banking system, the methods of payment and credit, the shipping facilities, the freight charges, tariffs,

and all other features of the foreign market. These men should be thoroughly acquainted with the articles they wish to introduce, with their cost not only at home, but in the countries they have to compete with.

The merchants and importers of Italy will not come to us; we must go to them and familiarize them with our goods. Some of our intelligent commercial travelers, supplied with adequate samples, would accomplish more good in one month than letters and circulars could do in years. Should American manufacturers pay as much attention to Italy as they have done to other countries, they would soon reap the benefit of their enterprise. When American productions are once introduced to the Italian market and become well known, they are appreciated, and will not fail to command the preference. If business men in the United States could be informed through the medium of the various chambers of commerce of the fair prospects Italy presents for the sale of American goods, some of those concerns might perhaps be encouraged to make a combined and intelligent effort to capture a large share of that country's import trade.

Guild Opposition in Germany.

According to Consul-General Goldschmidt, at Berlin, a peculiar spirit opposes innovations in Germany. It may be called the spirit of guild, not known exactly in that way in the United States, yet resembling the different mechanics' labor unions. These guilds have an excessively conservative influence in the management of all affairs pertaining to industries and are jealously watching to keep the balance of power in their favor.

It should be remembered that Berlin is becoming every year more and more the manufacturing, mercantile, and distributing center of Germany, and that if any American exporter wants to do a safe and paying business in Germany, a simple agency in Hamburg will not do it. A good bright man, who is thoroughly acquainted with the article he wants to sell, and also the handling of it, should go to Berlin and sell the goods himself, or, what is still better, establish a branch house in that city. He should be able to speak the language, unless he can stand the expense of a good interpreter.

The Norwegian Trade.

In reviewing the trade of Christiania, Norway, Consul Bordewich takes occasion to say that the American bicycle does not find the favor it so justly deserves. One of the principal dealers of that city, a man who thoroughly understands his business and who sells wheels manufactured in the

United States, in England, and in Germany, has informed the consul that he sells but few of the American makes for the reason that they are considered too light for use on the rough stone paved streets of most Norwegian towns. He admitted that American wheels had many advantages otherwise. About 3,500 wheels of all makes are now in use in Christiania and a fair estimate places the total number of wheels in use in the whole country at 14,000.

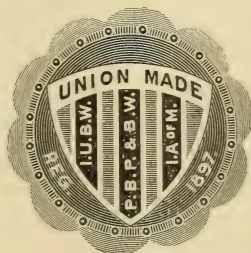
There is every reason to believe that there will be an increased demand for wheels in Norway in the near future. During 1896 there were 3,306 bicycles imported from foreign countries into Norway. A company is now being formed in Christiania for the manufacture of bicycles, but it is on such a small scale that foreign wheels will still find a good market. This company is to be a branch of a factory now in operation in Sweden. Bicycles of German make are the lowest priced in the market, but for finish and quality the American and English wheels rank highest. Norwegian buyers complain that American manufacturers give too short credits. From German and English houses they can get from three to four months credit on consignments, while they get comparatively no credit from American houses.

H. G. WARD.

THE UNION LABEL.

Organized Labor Decides to Place It on All Wheels Made by Its Men—
Other News.

Toledo, Ohio, Nov. 15.—Union labor has placed its seal of approval on the new bicycle label, to be stamped on all wheels of union brand and union construction. With the sole object in view of benefiting manufacturer, laborer, and user alike, a confer-



The union label.

ence was held in Toledo one day last week between President O'Connell, of the International Union of Machinists, J. C. MacBroom, for the Metal Polishers' International Union, and President Mulholland, of the Bicycle Workers, and the out-

come of it all was the adoption of the label as announced last week. It is intended to place the label upon the seat mast tube where it will be fairly well protected, and while not conspicuous, is yet easy to be seen. It has also been decided, in order to protect the legitimate trade, to place the label only on wheels selling at retail for \$40 or over, and thus make it a standard of worth. The label will be printed in five colors, different from that of the paper on which the impression is made. The outside areas will be in gold and the shield will appear on a green ground, itself in red, white, and blue. The initials of the International Union of Bicycle Workers, the Polishers, Buffers, Platers, and Brass Workers, and the International Association of Machinists, will be on the red stripes.

International Secretary Rausch, of the Bicycle Workers, having headquarters in this city, says of the label: "We hope through it to stop the abuses that are in effect, including the employment of girls in the factories. One illustration will explain: A job in this city formerly paying a man thirty cents per thousand pieces was given to a girl who got four cents a thousand, and whose wages were from seven to thirty-three cents per day. We hope to make the label a guarantee that the wheel bearing it is made under fair conditions, and where no degrading influences exist. A number of the manufacturers have shown their appreciation of the good it will do. They do not like to be compelled to bring their shops down to the conditions in unfair factories, and they welcome the label because it puts them on a fair basis with labor and the public in general. The three organizations unite in the label, so it will cover all departments. We are satisfied that the label will be effective abroad as well as at home, especially in Europe, where the labor organizations are working for the betterment of mankind. As many of the factories do a wide trade, it will carry weight the world over."

Fighting Female Labor.

Back of all this action on the part of labor's official heads is the employment of female labor in bicycle factories, which has proven a thorn in the side of the union toilers. It is to all intents and purposes a direct thrust at a well known local firm which now has a force of eighty girls at work in its factory. J. H. MacBroom, of the Metal Polishers' International Union, is a metal polisher in a Toledo factory, though he will give up this avocation shortly for a seat in the Ohio legislature, to which he has just been elected from this district. President Mulholland, of the Bicycle Workers,

is a machine hand in the plant of the Snell Cycle Fittings Co. Believing that a grievance was apparent, these gentlemen summoned President O'Connell, of the International Union of Machinists, after first preparing a rough outline of the bicycle label now adopted. While President O'Connell was here last week he looked into the matter of a proposed reduction of wages at a local factory. The thirty or more men directly interested have succeeded in effecting an agreement whereby they can get twenty-five cents more per day than the figure to which it was proposed to cut them. In the same factory the lathe operators objected to work any longer by the piece, as they claimed they could not make a good day's pay under the system. Trouble is also occasioned on account of the employment of girls at figures said to be below the rates paid to men whose places they have taken.

It can be seen at a glance that the action of the union bicycle workers will be far reaching, as it will directly affect every factory in America where union men are employed. Messrs. O'Connell, MacBroom, and Mulholland represented at their conference in Toledo last week every bicycle mechanic affiliated with union labor organizations. The action will directly affect every factory where girls and women may be employed, for it is stipulated that the bicycle label can be used only on wheels bearing union construction and workmanship. Just what action the manufacturers will take now seems problematical, though it is apparent that the factories can not run without the help of union toilers. Great weight has been given to the label by the Toledo manufacturers whose factories are strongly intrenched with union workmen, and who will be almost a unit for the adoption of the label on all wheels leaving their factories.

Removal of the Truman Plant.

During the week a lease was effected by Col. T. B. Terry, acting for the Truman Bicycle Co., and C. S. Ashley, representing the owners of the Central Chandelier building, Jefferson and Michigan streets, whereby the Truman company obtains possession of the first and second floors of the building for factory purposes. Work of removing from the present plant of the Truman company on Smead avenue, near Bancroft street, has already begun. Offices will be established in the Chandelier building today and tomorrow. Before removing the machinery of the old plant, the Truman company will make up from seventy five to 100 models, which are wanted for samples. By December 6, the entire plant will be removed, as the lease of the old building expires on that

date, and by the middle of December the Chandelier plant will be in full operation. Colonel Terry will buy additional automatic machinery, such as lathes, screw machines, presses, etc., and in other ways the Truman facilities will be increased and the capacity greatly enlarged. The lease of the new building is for a term of two years. It has recently become a favorite location for factory purposes, as the Wood Mfg. Co., successor to the La Fave Clip & Handle-Bar Co., has a lease of the third floor for a term of years for the manufacture of the La Fave clips and bars. The Truman company is out with its '98 models and will begin to manufacture them extensively just as soon as established and in full running order in the new building.

The Kirk Company's Men.

Eastern offices have been opened in the St. Paul building, New York City, by the Kirk Mfg. Co., and in a few days Art W. Kirk will be installed there as representative for the company, besides covering the adjacent territory in New York and the New England states. He will have these headquarters for the Kirk company for the entire season, handling the Yale wheel and a general line of the Kirk company's product. He goes east as soon as samples can be arranged. Last week E. E. Kirk gave out the statement that W. E. Metzger, the well-known Detroit dealer, had enlisted with the Kirk company for the '98 season and would be the special traveling representative on the road, traveling over general territory. Mr. Metzger has recently controlled the Yale agency in Detroit, and is considered a valuable addition by the Kirk company, inasmuch as his acquaintance extends over the entire trade.

Last week, the store and stock of Columbia wheels recently controlled by Halbert S. Steig, was removed from the old Superior street salesroom, and the agency of the well-known firm of the Pope Mfg. Co. in Toledo is now a thing of the past.

Spaces have been reserved at the London show by the Colton company, which will be represented by the United States Export Co. and William Somerville's Sons, of New York. Six wheels have been sent to the United States Export Co. and five to Somerville's Sons for exhibition at this show. All are specially constructed '98 models, and were sent out last Friday.

Big Viking Contract.

Through its traveling representative, N. W. Church, the Union Mfg. Co. last week closed a contract with Laymon, Carey & Co., of Indianapolis, for the delivery of 2,500 wheels, including Vikings, for distri-

bution through general territory in Indiana. It has also been stipulated that Laymon, Carey & Co. are to act as exclusive representatives in Indiana, with headquarters in Indianapolis. Shipments and deliveries, with dates of shipment, etc., have been specified in detail. Laymon, Carey & Co. will be furnished with their entire jobbing supply for the '98 season direct by the well-known makers of the Viking wheel.

Recently the statement was sent out by the writer and published broadcast relating to an extensive shipment of machinery to Birmingham by the Toledo Machine & Tool Co., of this city. The item was of unusual significance as showing the extent of the invasion into British soil by the American makers, and it develops that it has been duly commented upon by a contributor to the Irish Wheelman, of Dublin and Belfast. This is the clipping that has come to the notice of the Toledo company: "American automatic machinery is being put up wholesale by the English firms all over the trade. I visited the works of Messrs. Hands and Cake, Barn street, Birmingham, the other day and was both surprised and astonished to find so many new American automatic machines in full operation. These inventions are models of ingenuity and neatness, and can turn out the various parts with an amount of exactness that would do credit to Henry Hewitt Graffin's statistical powers to check."

VANCE PRATHER.

WITHHELD THE DECISION.

United States Circuit Court of Appeals Hears the Case of H. A. Lozier & Co. vs. the Palmer Tire Co.

Cincinnati, Ohio, Nov. 16.—The large damage suit of H. A. Lozier & Co. against the Palmer Tire Co. occupied the attention of the United States Circuit Court of Appeals in this city last week. This is the third time the case has been tried, and this is the court of last resort in this suit. Members of the firms of the two contending parties were present at the trial and Judge Taft, after listening to the arguments of the learned counsel employed, took the case under advisement. This is the largest suit for a breach of patent right ever heard in the local court. The opinion will not be rendered for a couple of weeks.

H. A. Lozier was present at the trial and during his stay closed a contract with J. E. Poorman for the handling of the local agency for next season. Mr. Lozier stated that from 60,000 to 75,000 bicycles would be manufactured by his factories next season. He is especially delighted with the foreign trade

and said that he sold almost as many bicycles outside of the United States as inside during the past season.

The Hall-Moore Mfg. Co., patentee of Brown's patent roller sprocket and chain, has many contracts on hand for next season's work. Last week, two large contracts were closed. C. O. Hall, president of the company, stated that the demand for the product of the company had grown beyond belief, and the arrival of the chainless had in no way affected this demand.

The Howe Scale Co., maker of the Howe, will take a large retail line in addition to its own product. Last week, this company closed contracts with the Stearns and Tribune factories for the handling of these lines next season.

The Schlueter Cycle Mfg. Co., maker of the Norwood, started on '98 work the past week. B. F. Bromkamp, traveling representative of the company, has just returned from a business trip through England and the continent, where he has been arranging for the foreign output of the Norwood. He established branches of the Schlueter company at Hamburg, Germany, and London, England. Mr. Bromkamp reports the trade good, and states that there is a splendid field for the American makers. President Schlueter has just announced the price for the '98 models of the Norwood. This wheel will be in three grades next season, the price of the high-grade model being fixed at \$75.

George S. See has been succeeded by Moss & Co. The change was necessitated by See accepting the management of the Howe company. He handled the Stearns and several other models. The new company has as yet only received the agency for the Stormer. Moss & Co. are located in the old quarters of See, in the Odd Fellows' building.

Walker & Co. decided to make their temporary leave of the cycle trade permanent and the firm is therefore out of the trade for good. The Tribune and the Crescent were the leaders of this company.

The manufacturers of bicycles and bicycle material and supplies had a host of traveling men in the city last week and most of them had a very profitable stay. H. B. Ingraham, representing John H. Graham, of New York City, manufacturer of bicycle material and sundries, placed a large order with the Charles Hanauer Cycle Co. C. F. W.

TROUBLE AT BUFFALO.

Buffalo, N. Y., Nov. 13.—A receiver has been appointed for Seyfang, Prentiss & Co. This firm is an old one whose name has been carried far and wide through the merits of the Bison wheel, and one very favorably

known in local trade centers. The Bison factory is located on Washington street, near Broadway, and the retail store has been conducted at the corner of Main and Huron streets. Three partners comprised the firm: George Seyfang, owning two fifths of the stock; Andrew L. Prentiss, two fifths, and G. Harry Gibbs, one-fifth. Dissatisfaction has existed among these men for some time and no attempt has been made to conceal it. Seyfang and Gibbs apparently hung together and at last have expressed an unwillingness that the business should be continued under the present co partnership. They allege that there is no profit in the business as it is managed at present and on this account they desire to withdraw from it. A fortnight ago an action was instituted in the supreme court for a permanent dissolution and Mr. Prentiss was notified that a motion would be made at special term for the appointment of a receiver. The members of the concern could not agree upon the appointment, so Judge Titus named Charles H. Avery as receiver of all properties and gave him authority to close up the affairs of the firm. Early in November the company gave a chattel mortgage to Mrs. Louisa Seyfang, wife of the senior member, to secure her on promissory notes and this mortgage covers about all of the property in sight. These notes aggregated \$7,661.41, on which \$3,000 has since been paid. The assets of the company will amount to about \$20,000, with liabilities not exceeding one-half that amount. The plant is considered a valuable one, and a considerable stock of manufactured wheels is now on hand.

Orient Branch Closed.

The Waltham Mfg. Co. closed its branch here tonight, and hereafter the Orient will be looked after by Finn & Sullivan, 617 Main street, who are selling agents for the Mercury line. W. O. Stark, the former manager, will be found at that number until December 1, and he will endeavor to close all the old affairs of the firm before that time. The fixtures are offered for sale and the store will be rented to May 1 next. It is reported that the Waverley branch will be the next to close its doors, and the manager, Augustus H. Knoll, has already issued a circular letter announcing his connection with the Aetna Life Insurance Co. from and after November 1.

The Stearns Branch.

The recent closing of the Stearns cycle livery and repair shop, on East Genesee street, for the winter season, gave rise to the absurd rumor that E. C. Stearns & Co. would withdraw from the local field on December 1. Little credence was given to this

GOOD LOGIC

PROMPTS THE MANUFACTURER

who knows the coming season will be characterized by keen competition, making necessary the equipment of his wheels with saddles of acknowledged excellence in order to interest

THE DEALER

who naturally desires a saddle equipment of established reputation that will materially assist in the sale of the wheels he handles and cause him no annoyance through breakages and defects

AND THE RIDING PUBLIC

in its laudable effort to obtain the greatest value for its money,

TO
USE

Hunt

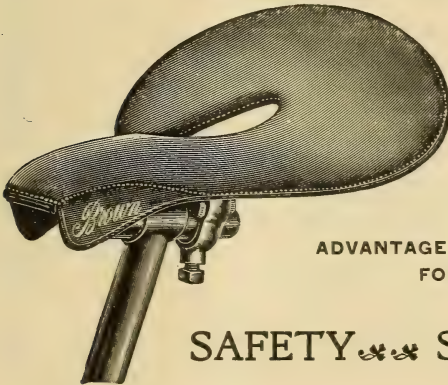
SADDLES

DURING 1898.

The trade-mark "Hunt" is a synonym for highest quality.

R. B. McMULLEN & CO.
CHICAGO AND NEW YORK.

HUNT MFG. CO., WESTBORO, MASS.
Mention Bearings



Brown 

COMBINE TWO
ADVANTAGES NEVER BEFORE
FOUND TOGETHER--

Saddles

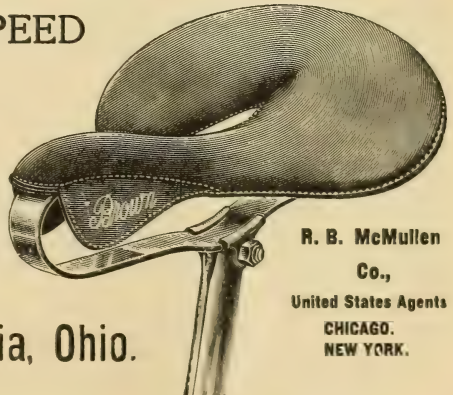
SAFETY  SPEED

A full line of plain and padded tops,
flat and coil spring saddles for '97.

 SEND FOR CATALOGUE.

BROWN SADDLE CO., Elyria, Ohio.

Mention Bearings



R. B. McMullen
Co.,
United States Agents
CHICAGO.
NEW YORK.

report by the well-informed, although considerable uneasiness was manifested among riders of the popular Yellow Fellows. Manager Jesse B. Eccleston assured Bearings' representative tonight that the firm had no thought of relinquishing its hold on the local trade, and that the approaching season would find him in better condition to meet competition than ever before. This year has been a lively one with Mr. Eccleston, and the present state of his stock shows his special ability for the position in which he has been placed. Less than fifty wheels are now on hand, all of them new but one, as against 450 wheels at the present time last year, more than 200 of which were second-hand, and of all grades and conditions.

THAD. W. GARDINER.

ENGLISH TRADE NOTES.

London, Nov. 6.—The attitude of the daily press regarding the barring of American cycles from the national show is somewhat peculiar, and most of the comments suggest a don't know-what-to do state of mind on the part of the editors, and a strong disposition to run with the hare and hunt with the hounds. Personally, I think that the British manufacturers have made a great mistake, and have done the very best thing they could do for the American firms, all of which are now getting a large advertisement out of the matter, a point which they will not be slow to grasp. Moreover, it only means that next year's Stanley show will be more influential and much larger than ever before, since it is extremely unlikely that the club will indorse the action taken by the Cycle Manufacturers' Association. There is no love lost between the committees of the rival shows, and hence so good a point as this will not be lost by those in charge of future Stanley arrangements. Meanwhile, it is more than likely that those American firms which have depots in London will combine to run a show of their own early in the spring—at least, so I am told by one or two of the depot managers, and no doubt such an exhibition would prove successful.

A French Show Scheduled.

After all the talk, there is now no doubt but that a cycle show will be held in Paris. It would be a pity if this exhibition did not take place, because it has been one of the few shows outside London which have really paid the makers for their support. The Paris show of this year will be held at the Palais Sport.

I have been experimenting with a machine fitted with Richardson's rim brake, which acts upon the rear wheel. The rim

is provided with a flange of thin steel on one side, and the brake itself is hinged to the backstays. From the usual lever on the handle-bar, a wire passes to the lower end of the brake, and such is the power obtained, that the apparatus can be applied with one finger with sufficient force to stop the machine on any hill commonly met with. The arrangement has the drawback that the special flange on the wheel looks somewhat ugly, as also does the wire passing across the frame. This latter arrangement, while being exceedingly simple and light, has shown me very forcibly that the diamond frame is by no means so strong as people usually suppose. I notice that with the brake hard on, the frame will perceptibly give at the top and bottom lugs of the steering socket, and also at the rear angles of the upper and lower tubes. The upper tube will deflect to a very marked extent, and the backstays will tend to spread apart. I was so struck with this movement that I tied a piece of cotton tightly between the stays, and when the brake was put hard on, the cotton snapped, showing that there was considerable movement. I ought to add that the frame was fairly high, and in machines for tall riders it would no doubt be far better to insert an additional tube from the saddle lug to the lower end of the steering socket.

C. W. BROWN.

GOTHAM TRADE NOTES.

New York City, Nov. 15.—Although a number of the stores of the city have their '98 wheels ready for the market, they are not being offered for sale, nor are the agents willing to tell what the price will be. This is because no catalogues have been received as yet, and besides there is a tendency to sell all the '97 stock before showing next year's models. And the plan is evidently a good one, for there has been an increase in the business during the past two weeks, owing to the announcements that bargains could be had in '97 wheels.

The Gormully & Jeffery Mfg. Co., through the Brooklyn branch, followed its initiative lead of last year by announcing that the '98 Rambler will list at \$60. Manager Bennett is confident the public will still consider the wheel among the leaders, even at the reduced figure, and says it is the only faculty that the firm has of gauging the pulse of the people.

S. F. Myers, the well known inventor, now comes to the front with a new style of sprocket, which has removable teeth, and for which he claims many advantages. He will be ready to show samples in a few days.

AL. REEVES.

1898



1898

Cleveland Bicycles

THE WISE DEALER

is now about to decide his line of action for '98. If he has learned anything in the high-priced school of experience, he will make the Cleveland his leader for the following good and sufficient reasons:

1st—Because it has a reputation—not the iridescent, inflated soap-bubble kind, but a reputation based on quality earned by years devoted to honest bicycle building.

2d—It has always been distinctive. We have introduced more improvements in bicycle construction than any other house in the business, and we have never “foisted a freak.”

3d—Our policy is liberal and protective. We do business “on the square,” and expect like treatment from our agents. Our product is never marketed through department stores or auction shops.

There are other advantages in handling the Cleveland bicycle, and we are now ready to tell you all about them. Better write today.

H. A. Lozier & Co., Cleveland, Ohio.

BRANCHES—New York, Boston, Philadelphia, San Francisco, Toronto, London, Paris, Hamburg.

FACTORIES—Toledo, Ohio; Thompsonville, Conn.; Westfield, Mass.; Toronto Junction, Ont.

Mention Bearings

RECENT PATENTS

Hegerty's Handle-Bar.

Fig. 1.—593,217.—Bicycle handle-bar; J. F. Hegerty, Warren, Pa.; application filed November 29, 1895; serial No. 570,399.

The object of this invention is the production of a handle-bar which may be adjusted in height by the rider without stopping and dismounting. The bars are made in two sections, each pivoted in ears in a casing B on the stem, and having inwardly projecting rounded ears c^4 (Fig. 1^a), which enter a slot in a rod D located in the stem. This rod has a cutaway portion d^3 , which is serrated, and a guiding portion d^5 . Between the serrated face of the rod D and the inner face of the stem, a block E, having teeth to engage the part D, is located. A screw F engages this block and forces it into or out of engagement with the rod. When disengaged, the handles may be raised or lowered and secured in any desired position.

Humphrey's Grip Match-Box.

Fig. 2.—593,222.—Match-box for bicycles; H. J. Humphrey, Philadelphia, Pa.; application filed August 20, 1896; serial No. 603,357.

In this invention the handle is adapted to receive a box which may be used as a receptacle for various articles, such as matches, etc. To this end a cylindrical box H is introduced, said box terminating outwardly in a channeled head G, engaged by a latch D. The box is pressed outwardly by a spring L when the button J is depressed, and is prevented from being entirely thrown out by the tooth F of the latch, which engages the inner edge of the opening of the box.

Taylor's Improved Brake.

Fig. 3.—593,251.—Brake; L. H. Taylor, Jr., Philadelphia, Pa.; application filed January 27, 1897; serial No. 620,854.

It is not uncommon to operate brakes by means of hand levers through cords which are connected thereto, extend through the handle-bars and head, and are secured to the brake-shoe. In order that this cord may be taken up and given out in the different adjustments of the handle-bars, it is connected adjustably to the hand lever C, by means of a shoe K, located in a slot in the lever and operated by a set screw c^3 , the head of which is readily accessible. The process of elevating the handle-bars serves

to extend the cord D, when the screw c^3 is loose, but when the handles are lowered, the slack is taken up by removing the cap b and exerting traction on the cord.

Young's Driving Mechanism and Brake.

Fig. 4.—593,289.—Gearing and brake; C. Young, Chicago, Ill.; application filed August 19, 1896; serial No. 603,187.

A lever driving mechanism and a convenient brake therefor is shown in this illustration. To the shaft A^1 , which carries the sprocket G, two discs A^2 are fixed. These are inclosed in bevel gears B and C, and between the two a ball clutch is adapted to operate. Each bevel gear meshes with a pinion D and has a foot lever B^1 and C^1 (Fig. 4^a). These latter have extensions, to which a chain is attached after passing over a pulley E^4 held in bearings on a rod E^3 capable of moving vertically, and the upper end of which engages one end of a brake-shoe E^1 , the other end being pivoted to the frame. The shoe is adapted to engage a disc E secured to the shaft A^1 . By alternately depressing the levers B^1 and C^1 the bicycle may be propelled, but by depressing both simultaneously, the rod E^3 will be raised and the brake applied.

Binns' New Tandem Frame.

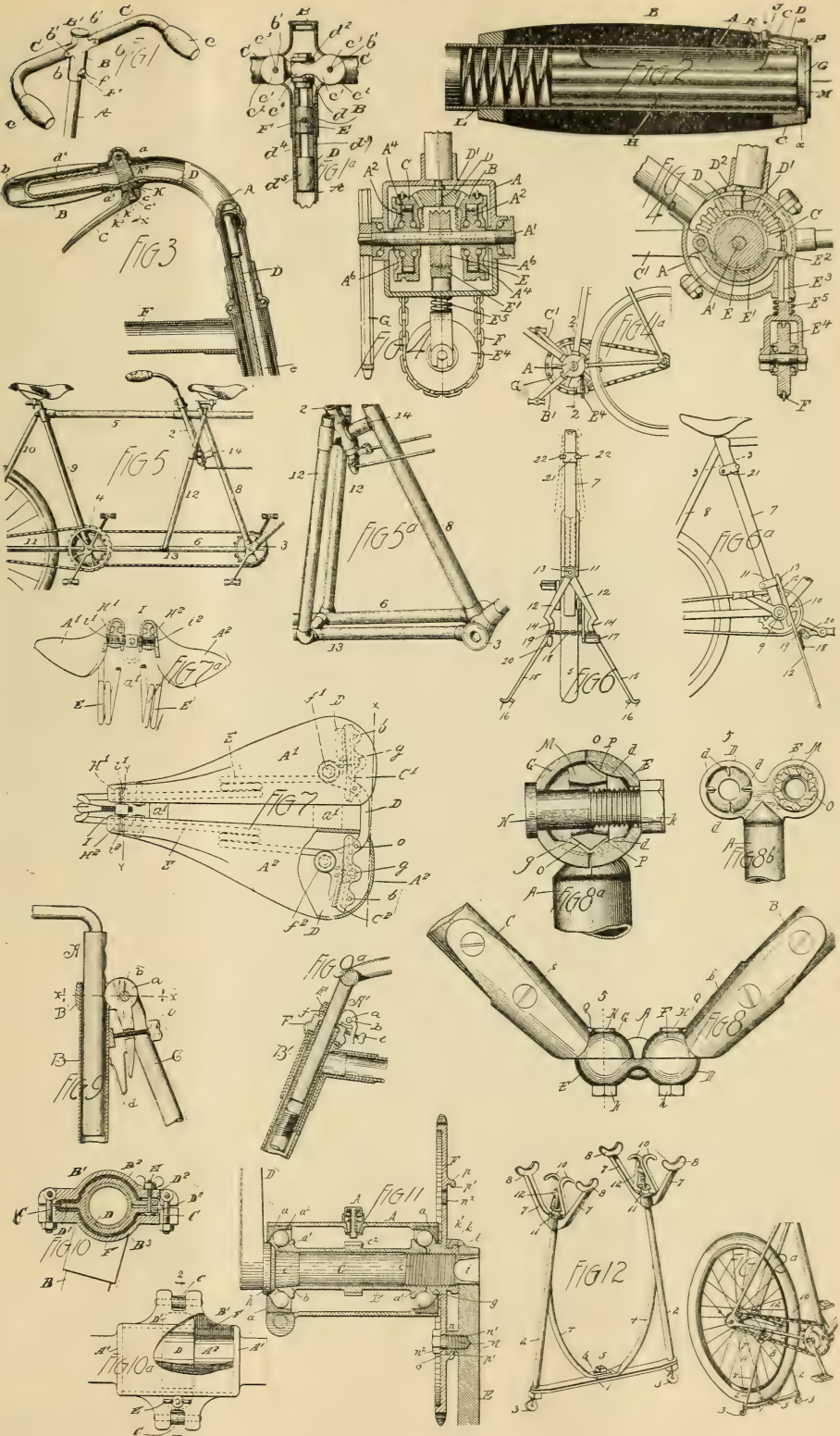
Fig. 5.—593,291.—Tandem; W. H. Binns, Chicago, Ill.; application filed August 10, 1896; serial No. 602,349.

In order to provide a resistance to side strain, this tandem, instead of having the usual brace-bar which joins the lower part of the rear steering-head with the rear crank-hanger, has two braces 12, which are secured at their upper ends to the seat-post 8, and at their lower ends are spread apart and secured to the lower bars 6 (Fig. 5^a) at about its center 13, engaging the rear steering-head midway. The bars 6 may either be spread to meet the bars 12, or couplings may be employed.

Crone-meyer Cycle Support.

Fig. 6.—593,321.—Support; A. H. Crone-meyer, New York, N. Y.; application filed May 29, 1896; serial No. 593,658.

This support consists of two bars which are pivoted in a clamp secured to the frame immediately above the crank-hanger, and a chain connecting and limiting the spread of these bars. When not in use the bars are turned to engage lugs 22, on a clip 21,



at the upper part of the frame. Fig. 6^a shows a side view of the device in use.

Noirit's Adjustable Saddle.

Fig. 7.—593,331.—Saddle; J. E. Noirit, Walsall, England; application filed July 28, 1896; serial No. 600,807.

The construction of this saddle is apparent from the drawings. Its chief feature is that it is made in two longitudinal sections which may be adjusted toward or from each other at the cantle to accommodate riders of different sizes. Provision is made for lateral adjustment at the pommel also.

Wheeler's Adjustable Bars.

Fig. 8.—593,367.—Handle bar; O. A. Wheeler, Chicago, Ill.; application filed December 21, 1896; serial No. 616,402.

An adjustable handle-bar is here shown. Each bar is made separately, and has a hemispherical cup secured thereto. The stem of the handle-bar has similar cups, and the two are so placed together as to form spheres. Within each sphere is a rim M (Fig. 8^a), having two serrated faces, with eight teeth on one face and eleven on the other. The interior surface of each hemisphere is provided with three or four teeth to engage the teeth in the ring (Fig. 8^b). By means of this construction a very delicate adjustment of the handles is possible, as will be readily understood.

Estell's Seat-Post Clamp.

Fig. 9.—593,373.—Saddle-post or handle-bar adjustment; S. F. Estell, Chicago, Ill.; application filed November 6, 1896; serial No. 611,202.

In this construction the saddle-post has a flat indented face engaged by a cam *a* on the end of a lever. The cam is so arranged that it tends to press and tighten the post in the central standard. A screw *e* is employed as a positive means of pressing the cam against the post.

This means of adjustment is also readily applied to the stem of the handle-bar, as shown in Fig. 9^a.

Heaton's Cushioned Handle-Bar.

Fig. 10.—593,471.—Handle-bar; H. W. Heaton, Olneyville, R. I.; application filed November 17, 1896; serial No. 612,491.

In order to prevent the vibrations of the frame being communicated to the handle-bars and thence to the rider, a clamp B',

made in two parts, is employed, and between this clamp and an inner clip D a rubber cushion is located. The inner clip is split and may be tightened on the bar by a bolt E, or the inner clip may be omitted entirely and a hinged clamp employed as shown.

Latta's Improved Crank Fastening.

Fig. 11.—593,479.—Velocipede; E. G. Latta, Friendship, N. Y.; application filed November 30, 1896; serial No. 613,851.

As a means of connecting the crank with its shaft so that it may be readily removed this device was invented. One crank is made integral with or permanently secured to the crank-shaft. The opposite end of the shaft is flattened and is threaded from the flattened portion inwardly. The crank E has an oblong opening corresponding to the flat part of the crank, and its hub has flanges which receive the shoulder or annular rim on the sprocket wheel F. The latter is also provided with lugs *p'* engaged by a lug on the crank at *o*. A sleeve B' engages the threads on the crank-shaft and bears against a tapered part *c'* thereof. To apply the crank, the sleeve B' and the balls *a'* and cups *a* are first placed in the hanger and the crank-shaft is then inserted in the cone-sleeve from the left and screwed into the threaded portion. Next, the sprocket wheel is placed with its flange *l* in front of the opening in the socket K in the crank hub, and is introduced into the socket by moving one part laterally on the other, and this movement causes the lip *o* of the crank to interlock with the flange *p*. The sprocket wheel and crank are next passed over the free end of the crank-shaft, when, by turning the sprocket wheel, the crank will be drawn onto and secured to the shaft. Motion in either direction is prevented by the bolt M.

Fowler's Bicycle Stand.

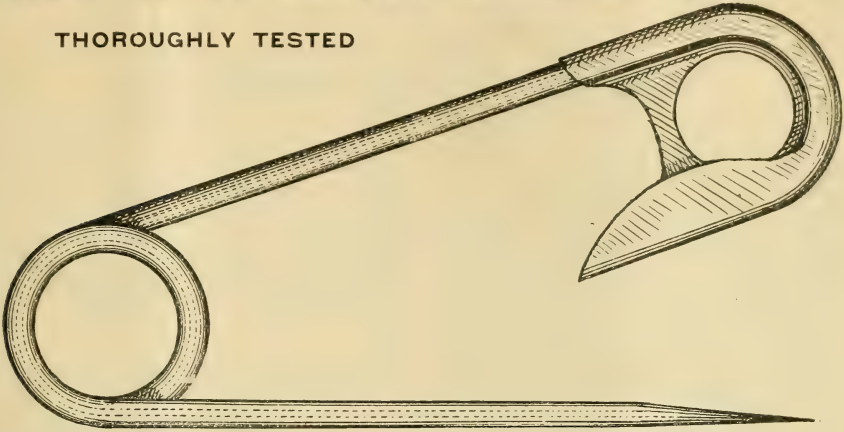
Fig. 12.—593,521.—Stand; E. Fowler, Wadsworth, Nevada; application filed February 26, 1897; serial No. 625,140.

The construction of this stand is so clear, upon an inspection of the illustration, that description is unnecessary. It need only be said that its object is to support the rear wheel of the bicycle off the ground, so that it may be used to practice or train on, or so that the wheel may be removed from the frame.

J. W. ANDERSON.

THIS IS A CHAINLESS SAFETY

THOROUGHLY TESTED



But not a '98 model. They are all right for a

Our
'98 Model
is a
Corker.



We want
only
Corking
Good
Agents.

But you ought to use more sense than a kid when you buy a wheel.
Be wise and get

“*The Trinity*”

A GENUINE BICYCLE.

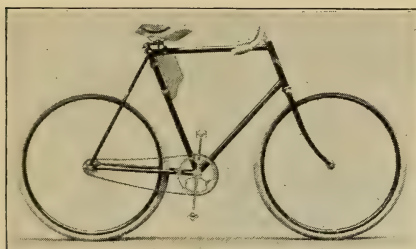
TRINITY CYCLE MFG. CO., KEENE, N. H.

PEOPLE AND THINGS

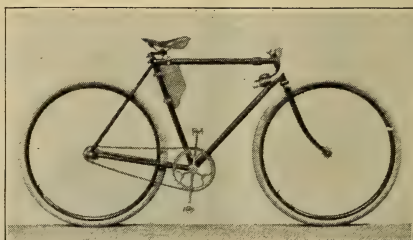
RAMBLERS FOR 1898.

Rambler bicycles will list at \$60 in 1898. There will be no special Rambler, as regards material and workmanship. All will be of the same grade. Tandems will list at \$100. Ramblers of 1897 models will list at \$50; extra large model, with 30 inch wheels,

and, like Model 24, will have the stationary turned up steel bar and improved hygienic saddle. This being a special wheel, that is, built extra large and extra strong for tall and heavy riders, an extra charge of \$10 will be made, making the price \$70. No. 26 is the road racer, which has a 24 inch frame,



No. 23.

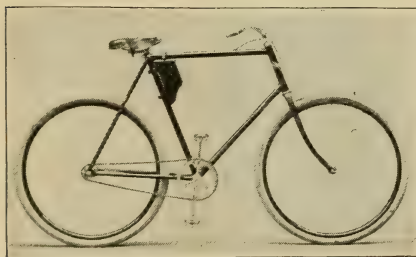


No. 26.

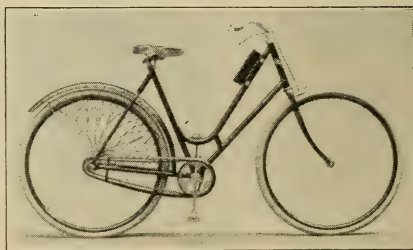
\$60; 1897 tandems, \$90. Such is the announcement which the Gormully & Jeffery Mfg. Co. makes. The new Rambler line will consist of six singles and three tandems, and all will be fitted with the latest style of G. & J. tires. There will be no chainless Rambler. The No. 23 Rambler

steel adjustable bars, $1\frac{1}{2}$ -inch light G. & J. tires, and a new solid base G. & J. saddle. This model will show a new style combination head and handle-bar attachment and unbreakable fibergrrips, held on by expansion clamp.

Nos. 27 and 28 are the ladies' roadster and



No. 24.



No. 28.

is the men's light roadster, and will be fitted with $1\frac{1}{2}$ inch G. & J. tires, and new style saddle of the hammock type. The frame is 24 inches. No. 24 is the men's medium-weight roadster, with 24-inch frame and hand brake. This model will have $1\frac{3}{4}$ -inch front and 2-inch rear tires, and will be fitted with the improved hygienic saddle. No. 25 is the men's heavy-weight roadster, having 30-inch wheels and 26-inch frame. The tires are $1\frac{1}{2}$ inch front and $1\frac{3}{4}$ -inch rear,

light roadster, the former having a 20-inch frame, the latter 22 inch. They will be fitted with stationary steel up-turned bars, with hand brake, $1\frac{1}{2}$ -inch G. & J. tires, and improved hygienic saddle.

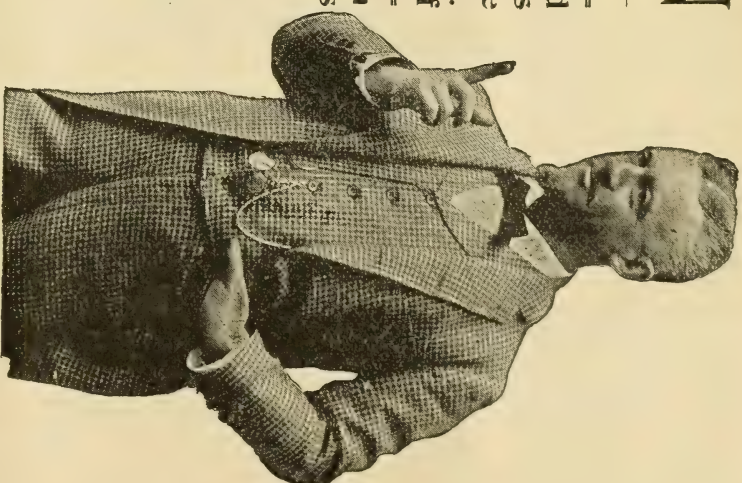
Mahogany finished wood G. & J. rims will be used and an option of any gear which can be made with 8 and 9-tooth rear and 17 to 25-tooth front sprockets. On the men's machines combination pedals will be used on all but the road racer, which will

SPEAKING OF CARBON

WE give below for the information of Bicycle Manufacturers and riders in general throughout the United States, the result of an impartial test at the United States Government Arsenal, Watertown, Mass. You will observe that carbon alone does not determine the value of tubing. It is material of a high elastic limit and percentage of elongation which will stand the greatest number of vibratory strains and resists the hardest shocks. You have in "SHELBY TUBING" this combination which insures the greatest safety to riders.

Makers of high grade wheels are using it.
Riders should insist that their mount be made of it.

MARK OF TEST PIECE.	ADVERTISED AMOUNT OF CARBON.	ACTUAL AMOUNT OF CARBON.	ELASTIC LIMIT.	ELONGATION.
11		.26	32460	19.5%
24	.50	.40	35740	11%
20		.39	36320	14.5%
45		.37	39197	24%
88	.30	.32	40370	27%
	"SHELBY"			



THE SHELBY STEEL TUBE COMPANY,

Main Office and Works, Shelby, Ohio, U. S. A.

Eastern Office and Wareroom,

144 Chambers St., New York.

European Office and Wareroom,

29 Constitution Hill, Birmingham, Eng.

Western Office and Wareroom,

135 Lake St., Chicago, Ills.

have rat-trap. The chains will be the very best 1898 models obtainable, size 3-16 inch. The weights will be practically the same as Ramblers of 1897. Tandems will be unchanged as regards general appearance.

Those new features in '98 Ramblers which will be most readily observed by the public are the new fork-crown with its spear-head reinforcements. These will be enameled and outlined and decorated with gilt. This same style of reinforcement appears on the lower frame tube at the head. The head and lower bearings dust-cap is gold plated. The left side crank-hanger bearing is adjusted inside the union, the ratchet dog on the crank being dispensed with. The rear fork braces are neatly curved inward just above the tire, from which point, on the ladies' models, the braces merge into a single tube. A new reversible seat-post is also shown.

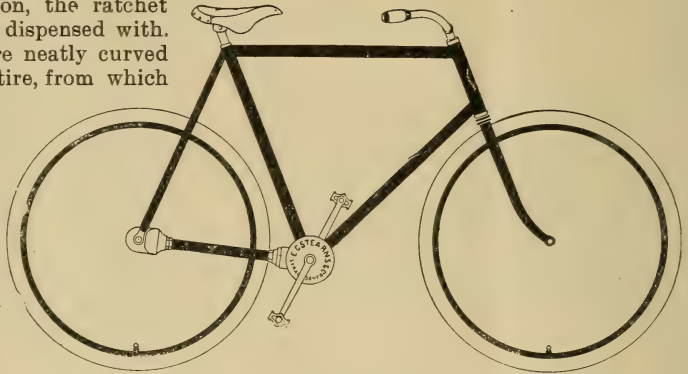
A unique combination wrench will be supplied, the handle of which is formed by the screw-driver wrench which accompanies it. This wrench fits not only all the nuts on the machine, but is also used to remove the crank-hanger bearing cap, and also to adjust the bearing itself.

As in the past, Rambler agents will also be supplied with medium-grade Ideal wheels, made by the Shelby Cycle Mfg. Co. of Shelby, Ohio, which concern is controlled by the G. & J. people.

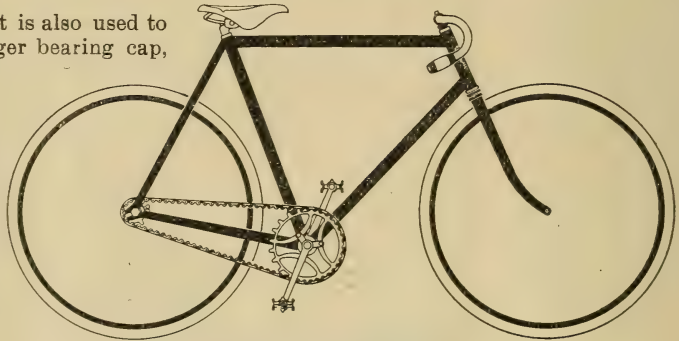
THE STEARNS LINE.

The 1898 line of Stearns bicycles fully covers the demand of the new season both as to improvements, talking points, and prices. Notwithstanding the reductions in list prices, it is the most attractive line ever put out by E. C. Stearns & Co. The Stearns Special for 1898 exhibits all of the refinements which have ever characterized this model and is preëminently a

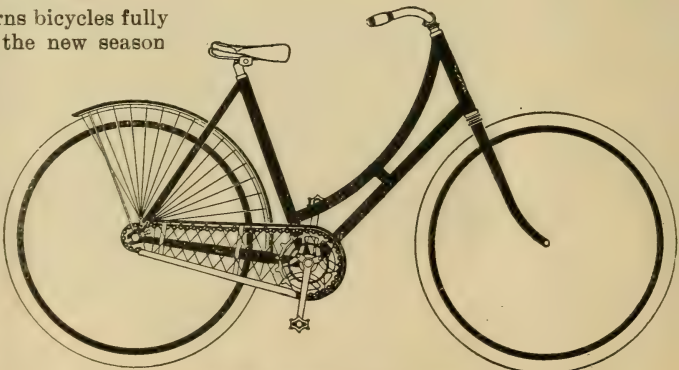
safe and strong road wheel. Its leading features are briefly enumerated below: $4\frac{1}{2}$ -inch tread, oval lower rear forks, in which are firmly brazed a W-shaped reinforcement which insures additional strength and rigidity; a wheel base of 43 5-16 inches and a drop of $2\frac{1}{2}$ inches, giving exceedingly stylish and speedy lines. The chain, of an improved B-block pattern, polished and heavily nickeled, may be removed without a wrench as it is supplied with an entirely new and novel chain bolt. All joints are entirely flush, of improved pattern. The



The Stearns Chainless.



The '98 Stearns Special.



The '98 Stearns Ladies' Special.

REGISTERED
TRADE  MARK

REGISTERED
TRADE "FAUBER" MARK

100,000 Fauber Hangers for 1898.

TWO STYLES OF CRANKS,
TWO STYLES OF SPROCKETS,
TWO STYLES OF BRACKETS.

New Styles will be Covered by Design Patents.

We have licensed the following manufacturers to use one-piece crank-axes:

Acme Mfg. Co., Reading, Pa.
Barnes Cycle Co., Syracuse, N. Y.
Bean-Chamberlin Mfg. Co., Hudson, Mich.
Buffalo Cycle Co., Buffalo, N. Y.
Buffalo Wheel Co., Buffalo, N. Y.
Globe Cycle Co., Buffalo, N. Y.
Heinz & Munschauer, Buffalo, N. Y.
Keystone Match & Machine Co., Lebanon, Pa.
Konigslow, Otto, Cleveland, Ohio.
St. Nicholas Mfg. Co., Chicago, Ill.
Timmerman, O. W., Assignee, Little Falls, N. Y.
Union Cycle Mfg. Co., Highlandville, Mass.
Welland Vale Mfg. Co., St. Catharines, Ontario.

DROP FORGINGS CONCERNS

making one-piece cranks for other than licensed parties will be held liable for infringing and damages.

DEALERS

are warned against handling bicycles infringing our patents.

W. H. FAUBER,

70-74 W. Jackson St., = = CHICAGO, ILL.

Mention Bearings

adjustable handle-bar is fastened by an entirely new internally expanding device originated and used by E. C. Stearns & Co. only. The 1898 pattern Stearns straight seat-post is internally fastened and is an improvement on that heretofore popular device. It allows the rider to get well forward over his work.

The crank hanger group has undergone radical changes. The crank shaft is of special steel in one piece, tapered for three-quarters of an inch on the ends. Four longitudinal grooves are cut on the tapered ends, over which the cranks fit and are held by an expanding bolt, the head of which is flush with the face of the cranks. The cones are screwed onto the shaft, and between them is a hollow chamber surrounded by a cylindrical steel case, which is filled with oil. The oil is supplied to the cones by a wick, which runs from the chamber through a small aperture in each cone. Enough oil may be carried in this chamber to thoroughly lubricate the crank bearings for 5,000 miles.

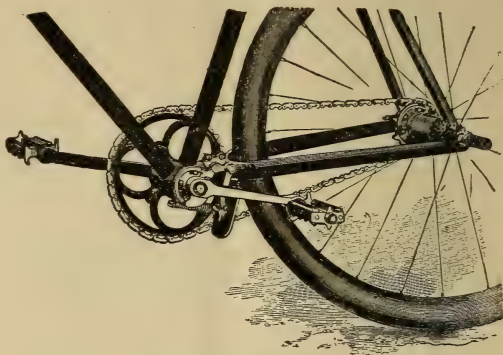
The crank-hanger ball cups, which are of extra thickness, are screwed into the hanger with a fine thread and are locked into position by a perforated lock nut having on one side a square projection which engages in a corresponding groove in the crank-hanger. The perforations on this lock nut fit over two studs on the ball cup. Fitting against the outside of the perforated lock nut is a jam nut which also screws into the crank-hanger and securely locks the entire device. Palmer tires will be the regular equipment.

The frames of the new \$50 Models E and F have the 1898 pattern full flush joints, $1\frac{3}{8}$ -inch head, $1\frac{1}{8}$ inch tubing in the other parts of the front diamond, $\frac{3}{4}$ inch in upper rear stays, specially shaped $\frac{7}{8}$ inch lower rear forks. The frames are handsomely enameled and decorated, and furnished either in orange or black. The crank-hangers are dropped $2\frac{1}{2}$ inches below wheel centers. The standard size frame of the Model E is 23 inches, with a 25 inch frame as an option; the regular height of the Model F frame is 21 inches, with 23 inches as an option. The handle-bars and seat-posts are internally fastened. The entire line is made up of the Chainless and Ladies' Chainless, \$125; the Special and Ladies' Special, \$75; racer, \$75; Models E and F, \$50; combination and diamond frame tandems, \$125.

"THEY STAND THE TEST."

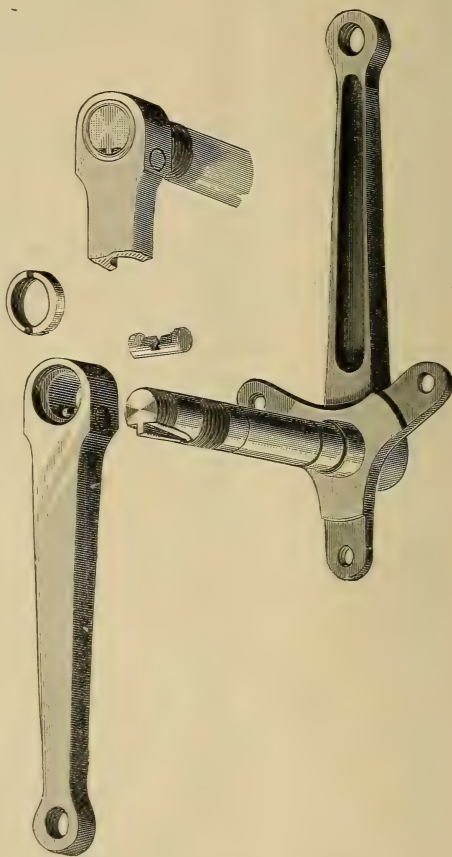
A few of the most important changes in the 1898 Eclipse line are as follows: The automatic coaster and brake, designed and used exclusively by this company, avoids the objectionable features of the ordinary

plunger brake, and gives a wheelman full command of his mount on the steepest hills, and also enables him to hold his pedals



The Eclipse brake.

stationary for the purpose of coasting. The mechanism consists of a friction clutch on



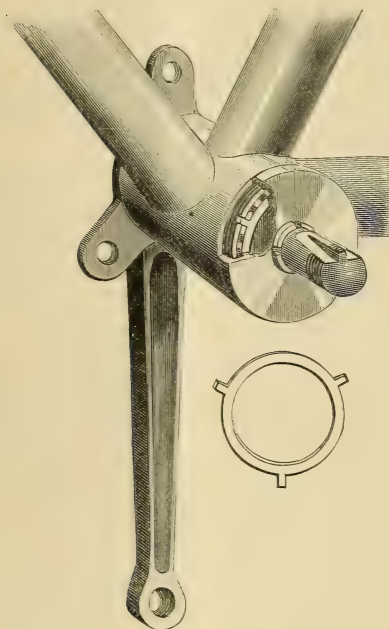
Crank-hanger bearings adjustment.

the rear hub, another clutch on the left crank, and a spoon brake, controlled by the latter. In a normal position, the rear

sprocket clutch is locked and the crank clutch is free. If it is desired to coast, a slight back pressure of the pedals releases the sprocket clutch and allows the rear wheel to run independently of the chain and cranks. To set the brake all that is now necessary is an application of back pressure to the pedals. This sets the crank clutch. Forward pedaling instantly releases the brake. It will thus be seen that the rider can coast or set the brake by varying the

who have had trouble on this score. The cup is provided with a notched periphery and associated with this is a loose ring with three projecting lugs which reach across the notches and engage recesses in the barrel of the crank-hanger. By removing the ring and turning the cup the space of one notch, the bearings will be adjusted just one-thousandth of an inch. A dust cap snugly incloses the end of the hanger as shown in the cut.

The Morrow hub, as used in this line, attaches the spoke to the hub without a bend. These hubs are turned from solid bar steel, and have two flanges at each end. These flanges have alternate slots and holes, and the method of spoking is very simple and effective. A T-headed spoke is inserted by passing the head down the slot and pushing

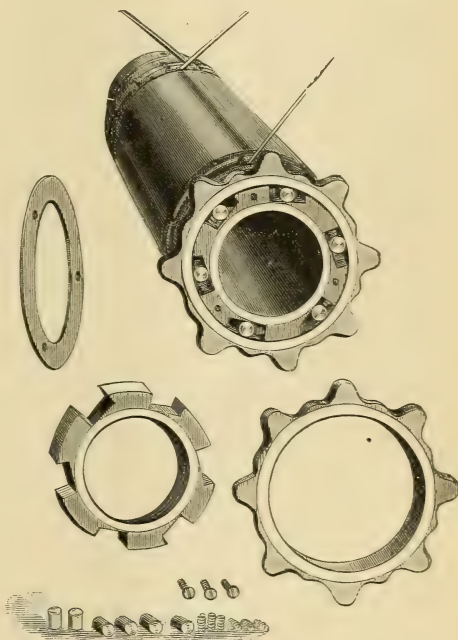


Method of fastening the left crank.

back pressure upon the pedals, and the leverage is so great that he can stop the rear wheel altogether in case of emergency.

A new device for fastening the left crank adds very much to the neatness and attractive appearance of this year's models. The end of the axle is threaded and milled out so as to leave an inclined surface adapted to receive the flat side of the small key. A small projecting web or key of metal is left on the axle, which engages a transverse slot on the key and locks it in the crank. The key fits snugly in the crank, in the same position as the ordinary tapered key, but, unlike the latter, its ends are flush with the surface of the crank. The crank goes over the end of the axle, and an annular lock nut is then screwed on, wedging the crank tightly in place.

The adjustment of the crank-hanger bearings will commend itself to all wheelmen



The Morrow hub.

it sideways into the opposite hole in adjoining flange.

All cones and cups are turned from solid bars of Sanderson tool steel, finely tempered and drawn. The bearings are rendered dust proof by a new method of bevel groovings, which works the dust out of rather than into the bearings.

The line for 1898 will consist of Models 54 and 55, gentlemen's and ladies', strictly high grade, in various heights of frame, listing at \$75; Models 52 and 53, listing at \$60, and Models 52 and 53, without automatic coaster

and brake, listing at \$50. The Eclipse company will also build a special racer, Model 56, which will list at \$100.

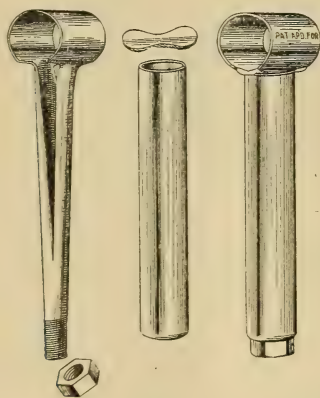
THE SHELBY LINE.

In an advance circular to its agents, the Shelby Cycle Mfg. Co., of Shelby, Ohio, announces its prices and models for 1898. Models 20 and 21 are machines with 28-inch wheels fitted with G. & J. tires, listing at \$40; Models 22 and 23 are for youths and misses. They have 26-inch wheels and cemented tires, and list at \$35; Models 24 and 25 are for boys and girls, and have 24-inch wheels and cemented tires, the list being \$30; the two remaining models, Nos. 26 and 27, are 20-inch juveniles, and list at \$25.

The Ideal has all the most desirable features of up-to-date wheels. In Models 20 and 21 flush-joint connections, large tubing, D-shaped rear forks and braces, large front and rear sprockets of a new design, large crank-hanger, and large hubs which are fitted with ball retainers and felt washers held in place by a newly devised lock nut, making the bearings dust proof, are used. With the exceptions of outside reinforcements the other models have the same features.

THE ACME STEM.

One of the neatest, and at the same time one of the strongest stems for wood handle-bars upon the market is the Acme, made by A. J. Mandel, 22-26 Noble street, Cleveland,



Ohio. The maker claims many advantages for his goods, chief among which is its perfect security from slipping. The bar can be adjusted to any angle and there are no nuts or bolts in sight to tear the clothing in mounting or dismounting. The clip will fit any size of stem tube; its weight is only seven ounces, and the claim is made that it will stand more wear and tear than any stem upon the market. Complete handle-bars will also be furnished if desired.

It is operated as follows: To adjust to the handle-bar, remove the nut, washer, and tube; replace the nut and drive a wedge in the slot close to the clip sufficient to receive the bar; remove the wedge, place the press-plate beneath the bar and end of the tube; then put in a vise close to the clip, drawing the clip tight to the bar; replace the tube, washer, and nut. When each piece is properly placed, turn the nut, which forces the press-plate against the handle-bar, making it perfectly secure. Although new in the field, Mr. Mandel has already closed large contracts for his clip, principally in the west. Among his customers may be mentioned the Carlyle Mfg. Co., Mead & Prentiss, and the Gendron Wheel Co. This device will also be used upon all of the Kundtz wood bars.

This concern also manufactures a polish for bicycles for which much is claimed. It will restore the luster to nickel, and wood will regain its highest finish with but one application. It will also keep the bright parts from rusting when used as directed.

AN ELECTRIC JUDGE.

Ever since the beginning of cycle racing the wail of riders who believe they have been "done" out of a race by faulty decisions has been ringing in our ears. Time and time again after a close finish we have heard the hiss and moan from the grand stand voicing its disapproval of the work of the judges.

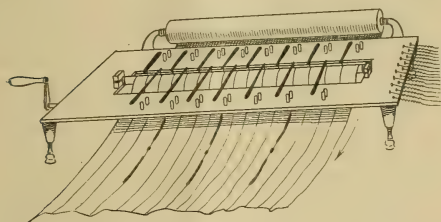
It is not an easy matter to judge the finish of a bicycle race, as the human eye is easily deceived. Bunched as the riders often are at the finish, and passing over the tape at lightning speed, it is not surprising that even those men who are trained to the work of judging finishes should err.

Many attempts, none of them successful thus far, have been made in the past to contrive an apparatus which will show, after the race, in what order the riders came in. Anything that would in the slightest degree interfere with the racing was, of course, out of the question, and in that point lay the greatest difficulty to overcome.

It remained for Monroe Sonneschein, a young inventor of New York City, to bring the silent, subtle force of electricity to bear upon the problem, and it really seems as if he had solved it. Mr. Sonneschein calls his machine the electric place indicator and time recorder.

At the finish of a race a black-on-white record of the positions of the men is recorded upon an instrument in the judges' stand. A specially constructed tape line is employed to mark the finish line, which consists of a narrow strip of thin rubber

belting with extremely thin brass "contact plates" riveted across its length. Each contact plate is but nine inches in length, so that it will be impossible for two riders to pass over one contact plate at the same time, although, of course, one rider may follow directly in the path of another. The recording instrument in the judges' stand is electrically connected with the tape upon the track, and contains a line of pencils which play upon a moving sheet of paper. For each contact plate on the tape there is



a pencil in the recording instrument. The very instant a rider passes over any contact plate the pencil corresponding to it is, by means of an electric current, lifted for an instant from the moving sheet, thereby causing a "break" in the line which that particular pencil has been tracing upon the moving paper. Simply noting the positions of the riders relative to the pole, it is an easy matter to name the breaks in the lines in accordance with the riders whose wheels have caused them.

The timing feature of the machine is very simple and effective. A stop watch is started in the usual manner at the commencement of the race and is then placed in a small frame adapted to receive it. When the first man crosses the tape, a spring, automatically released, stops the watch. By the ingenious arrangement of a pencil controlled by the second hand of a clock, Mr. Sonneschein's machine makes it possible for the time of any of the contestants to be computed from the first man's time. During the progress of a race, the riders may pass over the tape as often as they choose, for it is not until a switch is thrown into place at the last lap that any record is kept by the machine.

ALVIN PETER'S OUTPUT.

Consistent with the general reductions announced by the makers for '98, the Union Mfg., Co., of Toledo, Ohio, has decided to place on the market Vikings listing at \$60, \$65, and \$100, a Norseman model at \$50, and a Hero model at \$35. New features are shown in every detail of the '98 machines, among which may be mentioned, more prominently than the rest, a new eccentric

chain adjustment, internal handle-bar and seat-post binders, new cones and cone bearings, and a distinct new rear fork tapered in a manner that is distinctly Viking.

By the new eccentric chain arrangement an adjustment can be had by simply adjusting one side, without throwing the wheel out of position, and keeping it in perfect alignment parallel with the forks. The new internal seat-post binder is similar to the '97 device, although vastly improved. No regular equipment is announced, although the options for the higher grade machines will include steel bars (wood, if specified), and saddles and tires as desired by the purchaser. The \$100 model is the regular racing wheel. The \$75 grade is also a racing model, but with different equipment as compared with the \$100 pattern. The \$60 grade is the regular road wheel.

This is the first season for the Norseman, which is an entirely new model, with exceptionally good features, and finished with good material and good workmanship. It is all flush joints, $1\frac{1}{8}$ -inch tubing, $1\frac{1}{4}$ -inch head, arched fork-crown, and a new sprocket with 8, 9, and 10-tooth rear and 26-tooth front. The Hero model has all outside joints and is similar to the '97 pattern, though some improvements have been made in its construction for '98. All models will have the arched front fork and on the \$60 machine an arched rear fork will be seen. Frame heights of the better grade models are 22, 24, and 26 inches. They will be all flush joints throughout, fitted with Brandenburg and Record pedals and a variety of rims. Lobdell's rims and Indianapolis and Humber chains will be given preference. The \$75 and \$100 grades will have 3 inch drop in the hanger; other models will have $2\frac{1}{2}$ inch drop. Inch-and-a-quarter tubing will be used on the Viking models; $6\frac{1}{2}$ and 7-inch cranks; 8, 9, and 10-tooth front sprockets, 22 to 30-tooth rear.

All contracts will be without tires and all road wheels will be so constructed that gear-cases can be used if desired. Two-piece cranks will be made features on all Vikings and on the Norseman model. Other features will be given out in detail within the next few days.

LE FEVER CHAINS.

At the Cornell university laboratory where a score or more of manufacturers have tested the efficiency of their bicycles, none have proven more satisfactory than the chain bicycles. These wheels are equipped with several kinds of well-known chains prominent among which were those made by the Le Fever Arms Co., Syracuse, N. Y., a company which has had unqualified

success in furnishing chains to the trade the past three years. Though not a pioneer in the chain making business, the Le Fever company claims superior experience in making up high-grade steel, having been in the gun business for more than a quarter of a century. The company's reputation is merited in both branches because of its building high grade and expensive guns and chains. Its best chain is composed of nickel-steel block and tool-steel links which



makes the dainty 3-16-inch stronger than the best $\frac{1}{4}$ -inch used the past season. The quality of this chain has thoroughly interested manufacturers and many high grade bicycles will be furnished with them in 1898.

The links on this chain are beautifully chased, making them as ornamental as the embossed work on an expensive gun. Besides this superior grade the Le Fever company also manufactures different grades, but not so low a grade as to jeopardize its own reputation, for when a chain must be sold at a very low price, it is just so certain that the quality must be sacrificed, and then trouble for the manufacturer and rider begins. Le Fever chains are made of the best material obtainable. Only skilled operators are employed on them; every link pin and block fit perfectly; the pitch line is accurate, the elongation almost imperceptible, and the hardening of pin and blocks is a revelation in the chain business. A file fails to cut in and yet the blocks and pins are elastic and indestructible. The United States selling agent for the Le Fever Arms Co. is the Iven Brandenburg Co., Chicago, Rochester, and New York.

CRESCENTS FOR '98.

There will be twenty-two models in the '98 line of the Western Wheel Works, ranging in price from \$20 to \$75. As stated in Bearings, there will be a Crescent chainless listing at \$75, while the rest of the line will be as complete as usual. Following is a list of the models, the dimensions of the wheels, heights of frames, and prices:

Model.	Wheels.	Depth of Frames.	List Price.
No. 1—Mens'	28-in.	22, 24, and 26-in.	\$75
No. 4—Ladies'	28-in.	20, 22, and 24-in.	75
No. 11—Mens'	28-in.	22, 24, and 26-in.	50
No. 12—Ladies'	28-in.	20, 22, and 24-in.	50
Racer.	28-in.	22, and 24-in.	50
No. 20—Tandem	28-in.	22-in.	75
No. 25—Tandem	28-in.	20-in. front, 22-in. rear	75

Juvenile Line.

No. 2—Youths'	26-in.	20-in.	\$30
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No. 5—Misses'	26-in.	20-in.	30
No. 3—Boys'	24-in.	18-in.	25
No. 6—Girls'	24-in.	18-in.	25
No. 7—Boys'	20-in.	14½-in.	20
No. 8—Girls'	20-in.	14½-in.	20

It will be observed that the standard prices of \$75 and \$50, which were set by this well-known company in 1893 for highest grade wheels, will be continued, the higher price being charged for the chainless, on which the Crescent makers have been experimenting for the past eighteen months, and \$50 for the highest grade chain wheels. While Crescents No. 1 and No. 4 will be brought out as a chainless next year, the price will not be increased. The Crescent tandems, which will list at \$75 in '98, will certainly prove quick sellers, as there has been a demand for machines of this type at a moderate price. With twenty-two models, of various sizes and heights of frame suitable for riders of every size from a four-year-old child to the tallest adult, the Crescent people are certainly ready to meet any and all demands. The actual sales of the Western Wheel Works in 1897 has exceeded the enormous number of 83,000 bicycles, and they have been actively engaged for some months past in preparations for next season's business with the aim of reaching the 100,000 mark in 1898.

Some of the more important improvements and changes that have been adopted in all of the full-sized models are: Flush joints; direct tangent spokes; new device for locking the wheel bearings, so that wheels can be taken from frame without disturbing the adjustment; ball retainers and felt washers in every bearing, including pedals; bearings ground and polished so that they are perfectly true; nickeling done on a heavy coat of copper; chain, 3-16-inch improved Crescent chain on all 28-inch models (except rear chain on No. 25 tandem which will be $\frac{1}{4}$ inch) having hardened rivets and center blocks; pedals with barrel hubs, so constructed that damage to pedal band will not disturb the bearings adjustment; drop of crank hanger—road racer, $2\frac{3}{4}$ inches; all other 28-inch models, $2\frac{1}{2}$ inches; an arched crown made from Crescent cold stamped sheet steel, very handsome and exceedingly strong; frame, ladies' model will have both front tubes gracefully curved, thus giving a great deal more room; ladies' chain guard stamped from one piece of aluminum, enameled color of frame. Chain can not strike guard, as inside is protected by felt lining; a new pattern of chain adjustment, very practical and attractive; crank hanger adjustment, simple, of practical construction, and greatly improved appearance; laminated rims will be used exclusively on 28-inch models; detachable front and rear sprockets,

BARNES FOOT-POWER LATHES

FOR BICYCLE
REPAIR WORK.

This cut shows our No. 5 Lathe—the best and cheapest lathe on the market for the bicycle repair shop.

Swing, 11 inches; 34 inches between centers, set-over tailstock, swivel tool carriage permitting tool to be set at any angle for taper turning and boring; velocipede foot power, *absolutely the best*; stand-up treadle, foot power or countershaft if wanted.

SPECIAL OFFER.

The list price of this lathe is \$100. We will furnish the lathe with set of slide rest tools, three lathe dogs, 5-inch chuck with two sets of jaws, lathe arbor and set of Morse twist drills 1-16 inch by 1-2 inch by 32ds. in all amounting to \$120, for \$100 cash. Goods carefully boxed and delivered on board cars, Rockford.

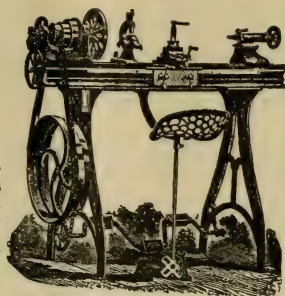
This gives the best lathe made, with full equipment of tools, for less money than you can buy an inferior machine.

— FULL DESCRIPTIVE CATALOGUE FREE ON APPLICATION.

W. F. & JOHN BARNES CO.

255 RUBY ST., ROCKFORD, ILL.

Mention Bearings



Announcement.

Messrs. Frederick and Henry Mesinger,
the inventors of the

Mesinger Bicycle Saddles,

beg leave to notify the public and bicycle trade that they have severed their connection with Hulbert Bros. & Co. and the Mesinger Bicycle Saddle Co., and henceforth shall be known as Mesinger Mfg. Co., who have now turned their efforts and genius to the manufacture of bicycle saddles of new design and origin, and will place on the market new surprises for the '98 trade.

MESINGER MFG. CO.

1801-1803 First Ave.,
New York City.

FREDERICK MESINGER,
President.

HENRY MESINGER,
Sec. and Treas.

Mention Bearings

EMPHATICALLY THE WHEELMAN'S LINE



BETWEEN

CHICAGO INDIANAPOLIS CINCINNATI LOUISVILLE

Take a trip to

WEST BADEN SPRINGS

and see the famous
Double-Deck Bicycle Track,
(one-third mile)
Hand-Ball Court,
Monster Swimming Tank,
etc.



BICYCLES CHECKED FREE

FRANK J. REED,
G. P. A.

CHICAGO.

CITY TICKET OFFICE,
232 CLARK ST.

The

Eureka

Bicycle Holder

Patent Applied For.

Made with 5, 7, or 9 spaces.
For both lawn and side-
walks. Combining

**Strength,
Durability, and
Neatness**

at a low price.

Prices and terms on
application.



OLIVER BROS., - - Lockport, N. Y.

Mention Bearings

Repeated tests enable us to say that even from precisely the same steel the tubing produced by any other method falls short of ours in strength about

10,000 Pounds per Square Inch

WITH EQUAL DUCTILITY.

This emphasizes the excellent effect of our accuracy, of our annealing process and the total absence of pickling during the operation.

"Pioneer" Fifty Point Carbon Steel Tube

is safe insurance to the rider and means success to the manufacturer and dealer. It is essential to a really high-grade wheel.

We invite the trade, or any one, to come in on our floor and select their tube from the general run, and to take any piece they choose to select as a sample of excellence.

No specially prepared samples!

We should be pleased to quote you discounts on application. Send for printed matter.

Pope Tube Co., Hartford, Conn.

"PIONEERS" in Correct Composition.

absolutely dust-proof bearings throughout; the well-known Albany seamless steel tubing will again be used; adjustable steel or wood handle-bars; color, black or maroon; anatomical padded saddle, hygienic laced saddle, anatomical padded saddle with coil springs; Crescent-Dunlop detachable and Crescent single-tube tires.

F. L. BUCKBEE.

The erstwhile trainer of Bald, Sanger, and Tyler, has turned his attention to trade matters and for the past two years has been connected with the Springfield, Mass.,



F. L. BUCKBEE.

branch of the Pope Mfg. Co. Buckbee has proved to be as good a salesman as he was a trainer and enjoys the confidence of his employers. At the present time he is in temporary charge of the Columbia branch and has given a good account of his stewardship.

TRADE BRIEFS

R. A. Creek, for two years past with the late Hamilton-Kenwood Cycle Co., of Grand Rapids, Mich., traveling in Indiana, Ohio, and Michigan, is open for engagement with a reliable manufacturer of bicycles or sundries in his old territory. Mr. Creek is a pleasant, congenial, well versed cycle salesman, with a host of friends among the trade. Mr. Creek's address is Liberty, Ind.

L. C. Jandorf, of L. C. Jandorf & Co., is now in Chicago to buy stocks of cycles and sundries and to complete arrangements for '98 business. Mr. Jandorf is stopping at the Great Northern.

Look out for '98

RELAY BICYCLES

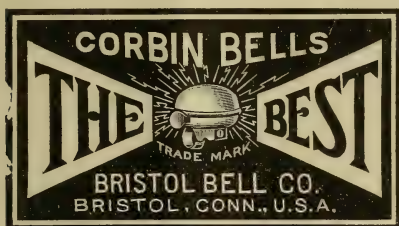
NEW PATENTS

"YOU SEE THE BALLS."

PATENTED MARCH 9, 1897.

Mention Bearings

RELAY MFG. CO., Reading, Pa.



WANTED, FOR SALE, TO EXCHANGE.

Advertisements under this head, 5 cents per word. Checks, money orders, postoffice orders, or 1 and 2 cent stamps received. Cash with order.

TIRES—\$3.25 pair, warranted sound. Best made, full association guarantee, \$5.00.

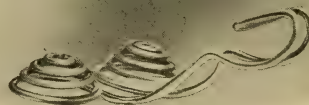
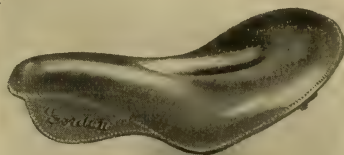
MINERALIZED RUBBER CO., New York City.

FOR SALE—\$35 Taylor trunk at a sacrifice. Address C. E. WATERMAN, 721 W. 79th street, Chicago.

WILL EXCHANGE—Double diamond Czar tandem in good condition, for hammerless shot gun or typewriter. Write A. F. W., care Bearings.

J. F. STARBUCK—Champion bicyclist of the world. Send twenty-five cents to P. C. HUNTER, photographer, of Lewisburg, Pennsylvania, and receive two beautiful cabinet photographs of him, each different.

WANTED—Twenty-five bicycles cheap. Send specifications to A. D. BOWLEY, Windsor, Ont.



GORDON SADDLES FOR '98

Are ready. So are the prices. Quality and style of the '98 Gordon is unequaled by any other make of saddle. For saddles at a price, get samples of Gordon pattern saddles—"The Expert Line"—four styles, prices, and grades. The best for the money ever offered. **Beckley-Ralston Co., 161 Lake St., Chicago.**



We are ready to quote prices on your 1898 supply of

DROP FORGINGS

OF ALL DESCRIPTIONS.

The Billings & Spencer Co.

HARTFORD, CONN., U. S. A.

Mention Bearings

TRADE HAPPENINGS

Baltimore, Md.—W. B. Wentz has been appointed receiver for the Hygeia Pneumatic Bicycle Saddle Co.

Beaver Falls, Pa.—The machinery and stock of the Morado Bicycle Co. has been purchased at public auction by A. Saladin & Co. Headquarters will be selected.

Bethlehem, Pa.—H. Collins will erect a large bicycle factory in Sayre. Capitalists have subscribed \$50,000 in cash toward the new industry.

Binghamton, N. Y.—Edward L. Rose & Co. will open a new bicycle store at 55 Chenango street about January 1.

Boston, Mass.—The Crawford Bicycle Mfg. Co. will shortly open a Boston branch, from which the New England business will be handled.

Buffalo, N. Y.—Charles H. Avery has been appointed receiver for Seyfang, Prentiss & Co., bicycle manufacturers. The assets are supposed to be double the amount of liabilities.

Champaign, Ill.—F. A. Wilske has sold his bicycle repair store to Charles Kiser.

Charleston, S. C.—Baird Bros., bicycle dealers, have purchased the stock of Snyder & Fisher, and are selling out the same.

Chicago, Ill.—The O'Connell-Griffiths Mfg. Co. has been incorporated by W. Irving Osborne, M. F. Guerrin, and J. W. Egan, to manufacture bicycles, etc. Capital stock, \$7,500.

Chicago, Ill.—The Trumbull & Cullerton Metal Lath Co., Chicago, has certified to a change of name to the Vim Bicycle Co.; also to an enlargement of object of incorporation and a decrease of capital stock from \$50,000 to \$2,000.

Chicago, Ill.—The assets of the insolvent Fowler Cycle Mfg. Co., as filed in the county court by the Chicago Title & Trust Co., receivers, are valued at \$223,737, and the liabilities are \$211,467.

Columbia, S. C.—Preston L. Melton & Co., bicycle dealers, are reported to have given a judgment for \$62.

Cordele, Ga.—Plans and arrangements have been made for the erection of a bicycle factory in connection with an iron foundry here. The works will be built and operated by a company from the state of Indiana, and will be capitalized at \$15,000.

Danville, Ill.—The Danville Bicycle Co. has bought out the Danville Electro Plating Co., and had the machinery moved to its place of business.

Detroit, Mich.—John C. Ballew, manufacturer of bicycle and chisel handles, is reported to have recorded a chattel mortgage for \$500.

East Orange, N. J.—C. A. Spear & Co. bicycle dealers, have closed their store.

Freehold, N. J.—The plant of the Jimmy Bicycle Co. has been purchased by a stock company capitalized at \$50,000. President, A. A. Zimmerman; vice-president, Wm. McDermott; secretary and treasurer, John H. Stokes.

Glens Falls, N. Y.—Budd Bros. will soon open their bicycle factory and begin the manufacture of '98 wheels.

Grand Rapids, Mich.—The Grand Rapids Cycle Co. is preparing to put forth a wheel next year equipped with the Pope chainless gear.

Grand Rapids, Mich.—The Cycloid Cycle Co. has elected officers as follows: President, Frank A. Simonds; vice-president, William A. Jarvis; treasurer, J. C. Simonds; secretary and general manager, Benjamin Beal.

Partford City, Ind.—The Haynes Wheel factory will be sold at receiver's sale, in order to pay its indebtedness of about \$14,000.

Indianapolis, Ind.—L. Hildebrand has purchased a bicycle repair store and storage room at Monument Place.

Jackson, Mich.—The whole stock of the Cone bicycle factory has been sold by the sheriff to satisfy creditors.

Are you going

to publish a house organ this winter? I can take charge of it for you, handle correspondence, advertising, etc. Have been associate editor of Bearings for more than two years, and had other newspaper and office experience. The consolidation leaves me open for engagement.

Address H. W. P., care Bearings.



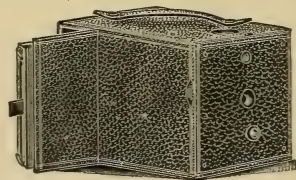
\$110.

WE GUARANTEE THE LUTHY WHEEL TO BE
THE HANDSOMEST IN DESIGN AND FINISH.
THE BEST IN MATERIAL AND WORKMANSHIP.
THE MOST PERFECT IN ITS LINES AND BEARINGS.
THE EASIEST AND SMOOTHEST RUNNING WHEEL IN THE WORLD.
A FEW SELECT AGENCIES SOLICITED.
LUTHY & CO. MAKERS, PEORIA, ILL.



High Class Color Work, especially adapted for the Bicycle Trade.
87-91 PLYMOUTH PLACE, CHICAGO

Eastman's No. 2 Eureka Camera is a simple instrument for use with glass plates. Makes pictures $3\frac{1}{2} \times 3\frac{1}{2}$ inches, and has space in back for three double plate holders. Safety shutter. Fine achromatic lens.



\$4.00

Price No. 2 Eureka Camera, with one double plate holder,	\$4.00
" Extra Double Plate Holders, each,	.75
" Eastman's Extra Rapid Dry Plates, $3\frac{1}{2} \times 3\frac{1}{2}$ per doz.,	.35

For sale by all dealers. Booklet of Eureka and Bicycle Kodaks free at agencies or by mail.

EASTMAN KODAK CO.

Rochester, N. Y.



SEASON OF 1898

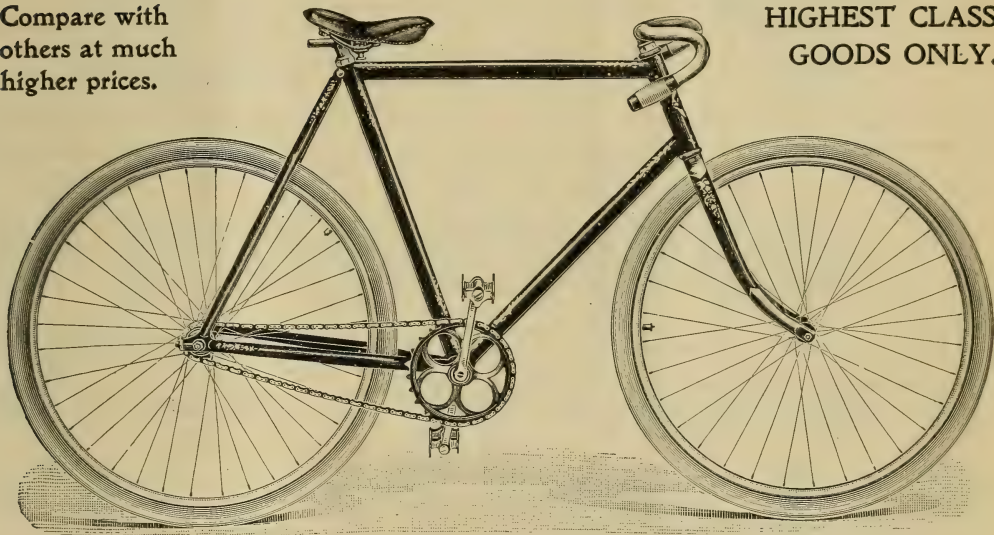


SNELL BICYCLES

Are Best Value Ever Offered.

Compare with
others at much
higher prices.

HIGHEST CLASS
GOODS ONLY.



MODEL No. 20, **\$50.00** LIST PRICE.

Flush Joints throughout; 1½-in. Seamless Tubing; 1-in. Head Tube; Bottom Rear Stay Tubes, ¾-in. D-shape; Upper Rear Stay Tubes, ¾-in.; Swaged Tangent Spokes; 28-in. Wheels; Plymouth Wood Rims; Adjustable or Ram's Horn Steel Bars; Large Forged Sprockets; Ball Retaining Devices to all Bearings; 4½-inch Tread; Oval Forged Crown; External Handle-Bar and Seat-Post Clamping Device; our own Patent Two-Piece Crank; best quality Indianapolis specially hardened ½-inch Chain, white centers and blued B-pattern side links, highly polished; options on Tires and Saddles. Weight, all on, 24 pounds.

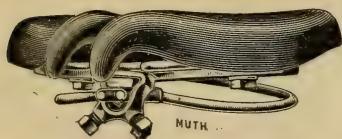
We want good agents in unoccupied territory.

SNELL CYCLE FITTINGS CO.

TOLEDO, OHIO.

Agents for New England States, ELASTIC TIP CO., Boston.
Agents for Maryland, District of Columbia, and South Atlantic States, THE LITTLE
JOE WEISENFELD CO., Baltimore, Md.

The Bernasco Adjustable Saddle



MUTH



Mention Bearings

Is a sure "WINNER"

FOR COMFORT, EASE, AND HEALTH IT HAS NO EQUAL.

Adjustable to suit all riders. Medium spring motion; hard or cushion seat; long or short soft pommel, downward deflection. Does not chafe or irritate. Free leg motion; no freak, but all common sense.

PRICE, \$3.50.

Ask your dealer for it, or write direct to us.

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WM. B. RILEY & CO., Makers,

324 and 326 Market St., PHILADELPHIA, PA.

THE DUCKWORTH

HIGH-
GRADE
CYCLE
CHAINS.



NEAT AND
ATTRACTIVE.

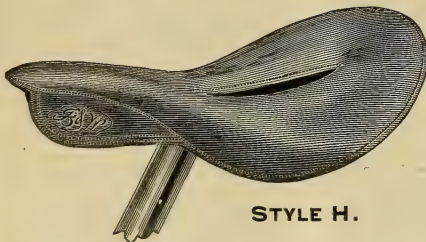
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We call your attention to our new design center block.

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B. & W. SADDLES



STYLE H.

Style H A is the same as H except that the top is padded between tree covering.

MANY OTHER ATTRACTIVE STYLES.

Write for catalogue.

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NEWARK, N. J.

SELLING AGENTS:

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Elastic Tip Co., Boston, Mass.
Merwin-Jochum-Worth Co., New York.
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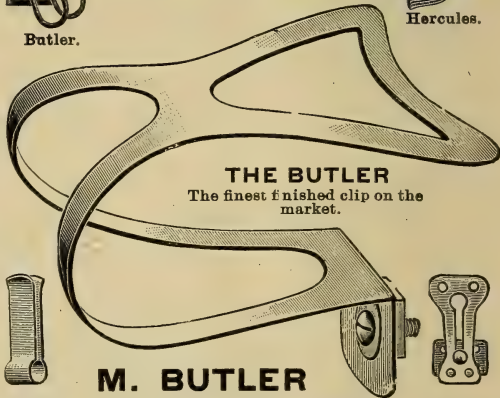
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Perfect Tire Cleaner.



Hercules.



THE BUTLER

The finest finished clip on the market.



Handy
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Guard.

M. BUTLER

Manufacturer of Bicycle Sundries.



Unique
Pant
Fastener.

Exporters, Jobbers, and Dealers, before placing your orders for 1898, send for illustrated circular. Samples and electros sent to parties issuing catalogues free on receipt of your last year's catalogue.



Little Giant.

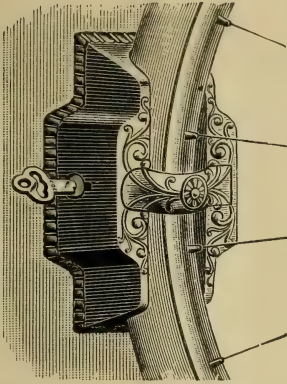
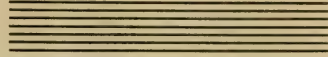
ROCHESTER,
N. Y.

Mention Bearings



Little Giant

NOTICE



Chicago, Ill., Oct. 1, 1897.

We hereby notify all makers and users of [Locking Holders of whatever kind for bicycles that in any manner conceal the mode of attachment to wall or object, that we hold foundation patents on same, and propose to maintain our rights. Our attorneys, Messrs. Dyrenforth & Dyrenforth, Chicago and Washington, are instructed to proceed against all infringers.

Respectfully,

SAFETY MFG. CO.

OSCAR M. SHANNON, Patentee.

Shannon

“Locking Holder.”

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THE RIGHT TIME. THE RIGHT PLACE.

We are now ready to submit designs and prices for your '98

BICYCLE NAME-PLATES

New styles, new designs, new catalogue, new prices. Capacity unlimited.
(Catalogue free for the asking.)

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Factory, 118-120 Michigan St.

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(We make steel stamps for numbering bicycles. Complete set ¼-in. hand cut, \$1.75.)

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INDIANAPOLIS DROP FORGING CO.

(INCORPORATED)

Office and Factory, Corner Madison Ave. and Hanway St.,

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Write for Estimates on Smooth Finished
Sprockets, all Sizes.

Fairbanks-Boston Laminated Rims

Think what a Bicycle
Maker can do.

Decide to build a high-grade wheel;
lay all his plans with consummate
skill; purchase the best tires, best
tubing, and intends to get the best
rims—

BUT

fails to place his order for Fairbanks-
Boston Laminated, the highest-grade
rims ever produced, the standard of
the world. We ask your careful con-
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FAIRBANKS-BOSTON RIM CO.,

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Selling Agents,

American Cycle Fittings Co.,

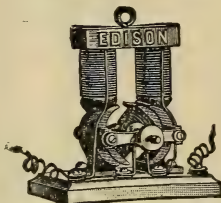
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THE FOUR LEADING ELECTRIC NOVELTIES

WE UNDERSELL ALL ON EVERYTHING ELECTRICAL.



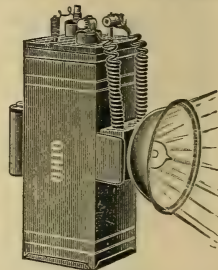
Necktie Light.



Dollar Motor.



\$3 Necktie Light.



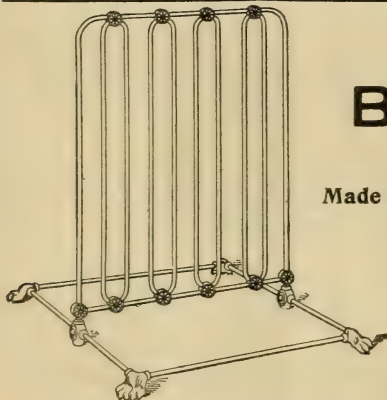
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OHIO ELECTRIC WORKS, Cleveland, Ohio.

Agents wanted.

HEADQUARTERS FOR ELECTRIC NOVELTIES.

Catalogues free.



THE EUREKA BICYCLE HOLDER

PATENT APPLIED FOR.

Made with 5, 7, or 9 Spaces. For both Lawn and Sidewalks.
Combining Strength, Durability, and Neatness
at a Low Price.

Prices and terms on application.

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Machinery adapted or

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DROP FORGING,
ETC.

SHEET METAL.

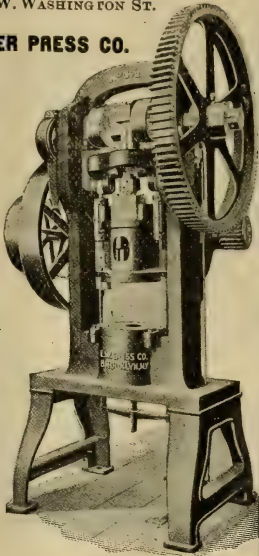
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DROP HAMMERS,
AUTOMATIC FEED
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Did you ever

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Our Specialty

is the manufacture of high-grade steel bicycle fittings for SINGLE WHEELS, TANDEMS, and TRIPLETS. These fittings are accurately machined, being true in both SIZE and ANGLES. The use of perfect jigs and the latest improved automatic stop drills combined with the practical knowledge of HOW TO DO IT, have acquired for our '97 fittings an unequaled reputation, and we can safely say that our

High-Grade Steel Fittings for '98

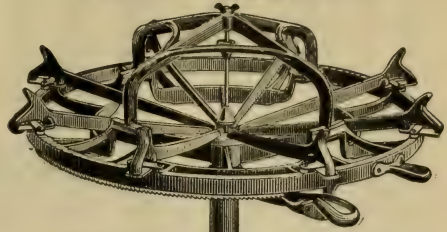
is the finest line ever offered to the trade (and the prices are RIGHT). Our special illustrated catalogue, with perfect working drawings for twenty-five different models, giving exact lengths of tubes, etc., will soon be ready. Get your name on our mailing lists for same.

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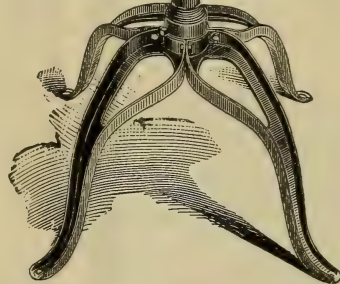


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and TRUING

LACING
CHUCK....

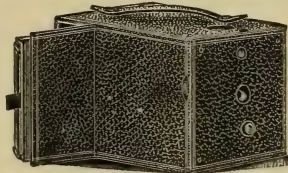
All working parts
accurately machined
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Sold at a price
which
all repairs can
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Eastman's No. 2 Eureka Camera is a simple instrument for use with glass plates. Makes pictures $3\frac{1}{2} \times 3\frac{1}{2}$ inches, and has space in back for three double plate holders. Safety shutter. Fine achromatic lens.



\$4.00

Price No. 2 Eureka Camera, with one double plate holder, \$4.00
" Extra Double Plate Holders, each, .75
" Eastman's Extra Rapid Dry Plates, $3\frac{1}{2} \times 3\frac{1}{2}$ per doz., .35

For sale by all dealers. Booklet of Eureka and Bicycle Kodaks free at agencies or by mail.

EASTMAN KODAK CO.

Rochester, N. Y.

"TORRINGTON" CHAINS

TAKE NOTE OF OUR CUTS.



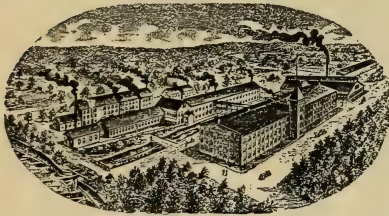
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THE TORRINGTON CHAIN CO., TORRINGTON, CONN., U. S. A.

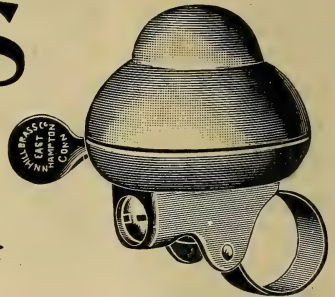
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THE A. L. MOORE CO., General Sales Agents, Cleveland, New York, Chicago.

STERLINGS



ARE GOOD
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N. N. HILL BRASS CO., East Hampton, Conn.

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We are ready to quote prices on your
1898 supply of —



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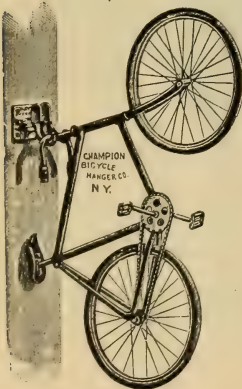
OF ALL DESCRIPTIONS.

The Billings & Spencer Co.

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Champion Bicycle Hanger



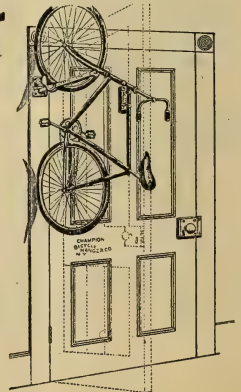
Hangs bicycle off the floor and out of the way.
Can be swung at any angle.
When swung close to the wall, it only takes up a few
inches space.
For saving space has no equal.
Twice the number can be put in the space required
by any other device.
Will not injure wheel in the slightest degree.
When not in use, folds up out of the way.
Wheel can be cleaned while standing erect.

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Also Cups, Cones, and other Automatic Screw
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GILLIAM SADDLES

Bid fair to become the leading saddles
for 1898 for quality, durability, and
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GILLIAM MFG. CO., CANTON, O.

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EMPHATICALLY
THE WHEELMAN'S LINE



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Take a trip to

**WEST BADEN
SPRINGS**

and see the famous
Double-Deck Bicycle Track,
(one-third-mile)
Hand-Ball Court,
Monster Swimming Tank,
etc.



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FRANK J. REED,
G. P. A.

CHICAGO.

CITY TICKET OFFICE,
232 CLARK ST.

After seeing samples of our

Cold Pressed Sprockets and Seamless Sheet Steel Crank-Brackets

we feel sure that you will agree with us
that the following claims we make are
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- 1st—That the stock we use is better than goes into any other sprocket or hanger.
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Write for samples and prices to

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Manufacturers of

**Bicycle Spokes and Nipples and
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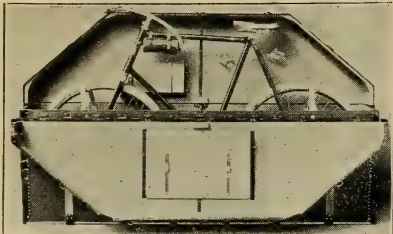
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F. S. ODELL, Manager.

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Factory, Newark, N. J.

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The Expander Tee Seat-Post

Adjustable without a nut or bolt visible. There being no set screw on the clamp, the seat can be lowered close to the frame.



We also make regular Spring Seat-Posts and Saddle-Clamps for wire and flat Spring Saddles, Handle-Bar Stems, Compression Clamps, Frame Connections, Seat-Post Lugs, etc.

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Fiber-Buckskin GRIPS

Manufactured by....

Fiber-Buckskin Mfg. Co.
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9 to 15 Ward Street,

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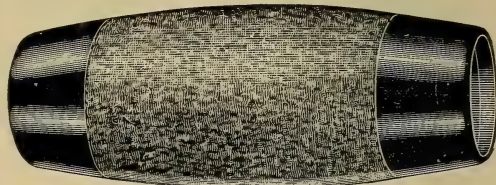
BICYCLE SADDLE SPRINGS.

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HIGH-GRADE

CORK AND CORKINE GRIPS

Lined and unlined. All colors and styles of tips, etc.

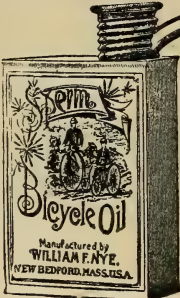


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MERWIN, JOCHUM & WORTH, Sales Agents,

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Wm. F. NYE'S
CRYSTAL SPERM
Bicycle Oil

SURPASSES
ALL OTHERS.

IT LUBRICATES, CLEANS, and
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ITS REPUTATION WORLD WIDE.

Factory, New Bedford, Mass., U. S. A. Mention Bearings

COME AT LAST AND COME TO STAY!

Cycling Made Safe by the use of

STEWART'S NEW ROLLING

BICYCLE BRAKE

With inner frictional bearings.

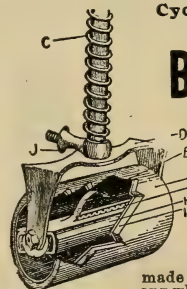
Patented Jan. 28, 1897 (No. 575,988).

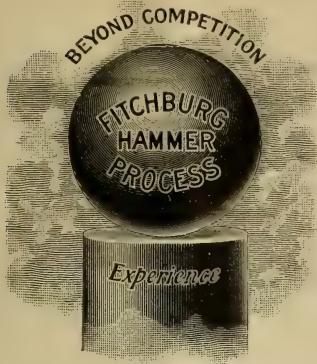
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SAFE, SURE, STRONG,
DURABLE, DUST-PROOF.

Constructed on an entirely new principle. Takes the friction off the tire. The only brake on the market that does not either burn itself out or wear out the tire. Easily operated, made of the best material, and adjustable to any wheel. PRICES: Brake, roll, frame, stem, spiral spring, and adjusting cap at head of stem, \$2.00. Foot brake, \$2.50. Plunger brake (complete), \$3.75. DISCOUNT TO DEALERS.

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FITCHBURG STEEL BALL COMPANY

G. W. WEYMOUTH, President and General Manager.

**Manufacturers of
High-Grade Hammer-Forged Steel Balls.**

A new firm, but composed of men who have been identified with ball making since the inception of the industry in America.

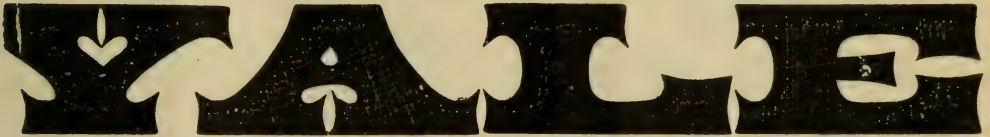
READY FOR '98 CONTRACTS.

DELIVERIES GUARANTEED.

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THE



Is a Perfectly Practical and Practically Perfect Bicycle.

Ready for '98 Business Now.

Popular List Prices.

DISTRIBUTING AGENTS: Maltby, Henley Co., New York City; Sells Vehicle Co., Columbus, Ohio; Carlin & Fulton, Baltimore, Md.; Frank Derr & Co., Philadelphia, Pa.; Harbison & Gathright, Louisville, Ky.; Dorken Bros. & Co., Montreal, Can.

THE KIRK MFG. CO.

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COMPRESSED CORK GRIP



WOOD LINED. PAPER LINED. UNLINED.
All sizes. With any style tip.

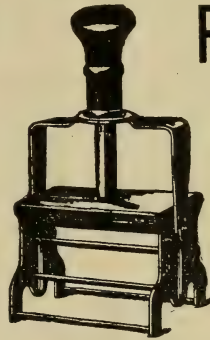
THE CODLING MFG. CO., - Bristol, Conn.

M. & M. WAREHOUSE, 10-24 W. Water St., Chicago, Ill., Western Agents.

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A SELF-INKING

RUBBER STAMP



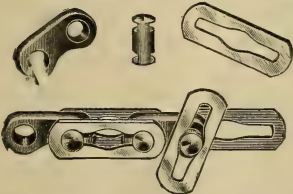
Printing surface, 2x $\frac{3}{4}$ inches. Just right for corner envelope, small card, indorsing checks for deposit, or paid stamp for receipting bills. Furnished with **ANY DESIRED READING MATTER**, extra ink, and sent prepaid for only 75c. Satisfaction guaranteed. Catalogue.

C. L. SAFFORD & CO.

Manufacturers Rubber Stamps, Sign-Markers, etc.,

177 Madison St., CHICAGO.

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BALDWIN DETACHABLE CHAINS

have grown in favor in 1897.

**Any part can be replaced by the rider on the spot.
Superior for durability, smooth running, and correct construction.**

The only chain with tool steel rivets. We show a nice variety of styles, and prices to suit the times. Write for quotations.

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BALDWIN CYCLE CHAIN CO., WORCESTER, MASS.

MATERIAL

Mention Bearings

Tubing, Fork-Sides, Spokes, Chains, Rims, Seat-Post Lugs (4 designs), Crowns, etc. Also our new design 1898 frames, either made up or material ready to go together.

Our C. T. Co. Hub and Hanger. New and practical. We make a specialty of the staples. Get our suggestions and prices. Let us figure on your needs.

Address CHICAGO TUBE CO., 217 East Washington St., CHICAGO, ILL.

New 1898 Chain

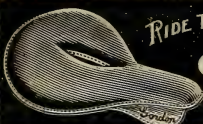


A patented roller block chain.

Manufactured and sold only by
THE THAMES CHAIN & STAMPING CO.
 NORWICH, CONN.
 Mention Bearings

THE HOWELL-HINCHMAN CO.
 MIDDLETOWN, N. Y.
 Manufacturers of Highest-Grade Bicycle
 Saddle Leather.

Warranted absolutely fast color and will not crack.
 Samples and prices furnished on application.



**STYLISH
Gordon**

SUPERIOR TO ALL
 OTHER SADDLES FOR QUALITY, DURABILITY,
 STYLE, COMFORT & FINISH - CATALOGUE FREE

THE BECKLEY-RALSTON CO. 132 LAKE ST. CHICAGO

Bicycle Guard

Lacing OF EVERY DESCRIPTION.
 WATER PROOF.
 ALL COLORS.

1,000-YARD SPOOLS.

Or in hanks, tipped on both ends, in boxes of
 assorted colors.

Prices and samples on application.

MANUFACTURED BY

FLETCHER MFG. CO.

18-20 Thomas St., New York City.
 Mention Bearings 53 Lincoln St., Boston, Mass.

The greatest discovery of the age.
 A boon to wheelmen.

MAGIC TIRE REPAIR

Guaranteed not to contain anything
 injurious to the rubber. Tires treated
 with this compound are made self-
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Effectually Close All Punctures As Fast As Made.

Is a sure cure for porous tires and
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Price 25c. Stamps accepted.

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Isabella Building, 48 Van Buren St., Chicago.

THE HART & COOLEY MFG. CO.

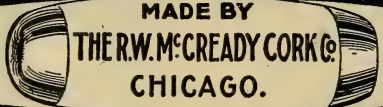
Cold Rolled Steel for Bicycle Parts.

WARD & NASH, General Sales Agents,
 35-37 S. Canal St., Chicago. 25 Purchase St., Boston.

SOUTH CHICAGO, ILL.

CORKITE THE BEST **CORK**

TRADE MARK MADE BY

ALL KINDS  **LOWEST PRICES.**

GRIPS THE R.W. McCREADY CORK CO. **GRIPS**

GRIPS CHICAGO. **GRIPS**

GRIPS BICYCLE **GRIPS**

THE MORSE ROLLER JOINT CHAIN



RUNS THIS → WAY

Mention Bearings

Send for catalogue.

Every joint is a frictionless rocker bearing.

RESULTS: No friction—no wear. No wear—no
 stretch. No stretch—no wearing off of sprockets.
 99 1-3 per cent efficiency.

Guaranteed not to stretch more than 1/4 inch during a season.

MORSE MFG. CO., TRUMANSBURG, N. Y.

Fork-Sides, "D" Rears, Seat-Posts, and Handle-Bars

Manufacturers, ask for our prices.

THE TOLEDO TUBE CO., Toledo, Ohio,

Mention Bearings

Or MERWIN-JOCHUM-WORTH CO., New York City.

"AUBURN" CHAIN



HENRY & ALLEN,
AUBURN, N. Y.

Jno. Caldwell & Co., 134 Van Buren St., Chicago, Ill. Shaw-Herron Co., 124 Chambers St., New York.
Angell, Summer & Co., 41 Court St., Buffalo, N. Y. G. W. Strelinger, 58 State St., Detroit, Mich.
The Boston Cycle Supply Co., 206 Devonshire St., Boston, Mass.

Made in a great variety of styles in both figure 8 and letter B-shaped block and sides, fitted with hardened rivets. Center blocks accurately shaped. Made from choicest steel. Highest finish. Each chain carefully inspected and tested. 50,000 made and sold during the season of 1896. We make prompt shipments. Write for prices before placing your orders. We will surprise you.

NICKEL PLATING OUTFITS

BULL NECK
AND CANVAS
WHEELS.
SPANISH
FELT
WHEELS.

WALRUS
HIDES.
TURKISH
EMERY.
CHEMICALS
GLUE.

POLISHING LATHES

THE
HANSON AND VAN WINKLE CO.
NEWARK. CHICAGO. NEW YORK.

Mention Bearings

A BIG REDUCTION IN PRICE.



The "Curtis Adjustable Pedal Rubber"

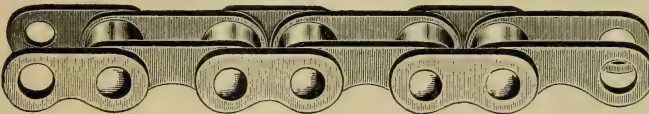
50c. per set of four, postpaid.

REED & CURTIS MACHINE SCREW CO.
Mention Bearings Worcester, Mass.

\$50 CRAWFORD BICYCLES
Made by
The Crawford Mfg. Co.
Send for Catalogue Hagerstown, Md.

INVICTUS CYCLE FITTINGS CO. (INC.)
MFRS. 617-621 AUSTIN AVE. CHICAGO.
HUBS. WRENCHES. CYCLE PEDALS. STAMPINGS AND MACHINERY.

HART'S DOUBLE ROLLER CHAIN



saves friction.
will not stretch.
is MADE UPON HONOR.
Every part of tool steel hardened. Warranted.
Manufactured in 1-4 inch and 3-16 inch sizes.
AETNA HARDWARE CO.,
Mention Bearings UNIONVILLE, CONN.

THE "LEADER" PEDAL

FOR SEASON OF 1898.

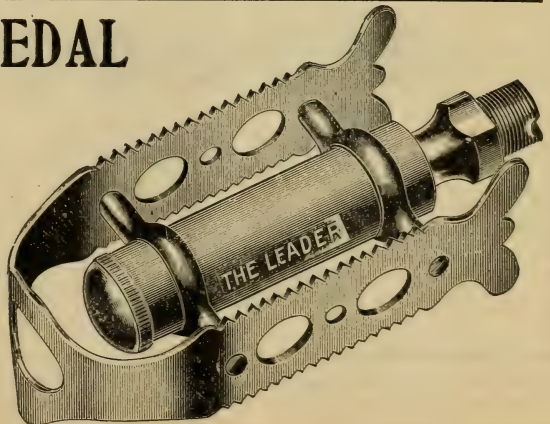
A high-grade pedal, perfect in finish, attractive and strong, and sold at a popular price, Fitted with the "SARTUS" Ball Retainer.

Manufactured by
Warwick & Stockton Co.

NEWARK, N. J., U. S. A.

Makers of
HIGH-GRADE HUBS, PEDALS, and CHAINS.

Mention Bearings



THE SIMONDS ROLLING MACHINE CO.

FITCHBURG, MASS.

THE OLDEST AND LARGEST MANUFACTURERS OF

Steel Anti-Friction Balls

AND ALL KINDS OF FORGINGS

Have increased and improved their plant, and under new and more efficient departmental management have been able to still further improve the quality of their product which has always stood at the head of the list for wearing qualities and accuracy of gauge. All inquiries will receive prompt attention.

Mention Bearings

BEAR IN MIND THAT

DIAMOND CHAINS

ARE, AS THEIR NAME IMPLIES, OF

DIAMOND QUALITY.



INDIANAPOLIS CHAIN & STAMPING CO.

INDIANAPOLIS, IND.

R. B. McMULLEN & CO.,

General U. S. Sales Agents,
309 Broadway, New York.
139 Lake Street, Chicago.

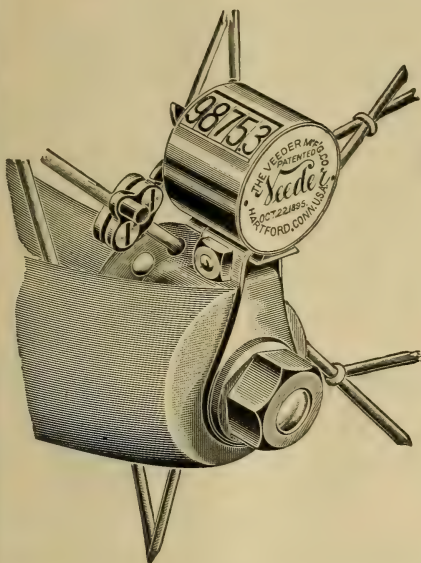
NEW YORK DEPOT: J. S. Leng's Son & Co.,
4 Fletcher St., New York.

BOSTON DEPOT: Very Cycle Co.,
245 Columbus Ave.

Mention Bearings

The


Veeder Cyclometer



Received.....

Highest Award at Brussels Exposition.

Highest Award at Nashville Exposition.

Nearly Half-a-Million in Use.

It stands alone as an accurate distance recorder for cycles. Don't be deceived by cheap imitations that resemble it in appearance only. See that your purchase bears the name **VEEDER**.

This cut, either 2 or 4 inches in size, we will send free on receipt of application to any jobber or dealer for catalogue or advertising purposes.

The Veeder Mfg. Co.
 HARTFORD, CONN.

4 Cents Weekly

Surely a small sum for a magazine like

BEARINGS

Why Don't You Subscribe?

Send \$2.00 for 52 numbers.

You'll never regret it.

The Bearings Publishing Co.

Isabella Building, 46 Van Buren St.,

Chicago, Ill.

"TORRINGTON" CHAINS

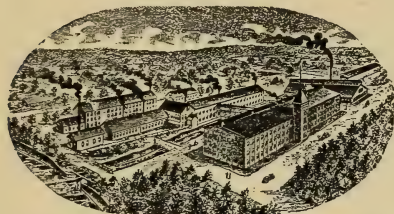
TAKE NOTE OF OUR CUTS.



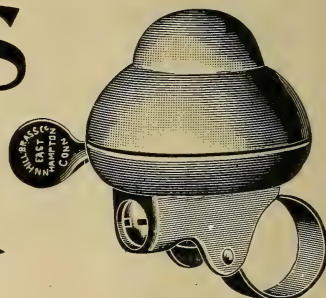
WRITE FOR OUR PRICES.

THE TORRINGTON CHAIN CO., TORRINGTON, CONN., U S. A.
Mention Bearings **THE A. L. MOORE CO.,** General Sales Agents, Cleveland, New York, Chicago.

STERLINGS



ARE GOOD
BELLS...



N. N. HILL BRASS CO., East Hampton, Conn.

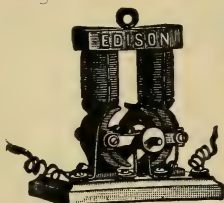
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THE FOUR LEADING ELECTRIC NOVELTIES

WE UNDERSSELL ALL ON EVERYTHING ELECTRICAL.



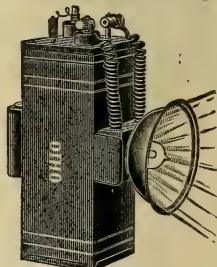
Necktie Light.



Dollar Motor.



\$3 Necktie Light.



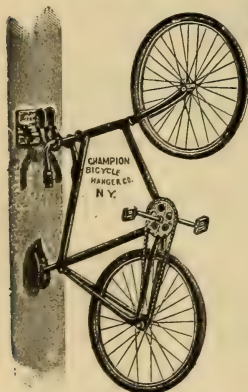
Bicycle Light.

OHIO ELECTRIC WORKS, Cleveland, Ohio.

Agents wanted.

HEADQUARTERS FOR ELECTRIC NOVELTIES.

Catalogues free.



Champion Bicycle Hanger

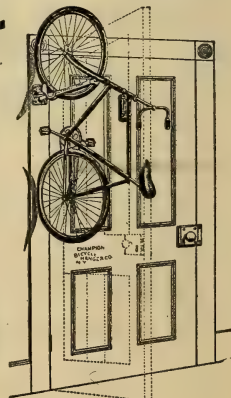
Hangs bicycle off the floor and out of the way.
Can be swung at any angle.
When swung close to the wall, it only takes up a few inches space.
For saving space has no equal.
Twice the number can be put in the space required by any other device.
Will not injure wheel in the slightest degree.
When not in use, folds up out of the way.
Wheel can be cleaned while standing erect.

FOR SALE BY ALL DEALERS.

CHAMPION BICYCLE HANGER CO.

457 Broadway, near Grand St., New York City.

Mention Bearings



THE GRANT BALL CO.

CLEVELAND, OHIO,

MANUFACTURERS OF

STEEL BALLS

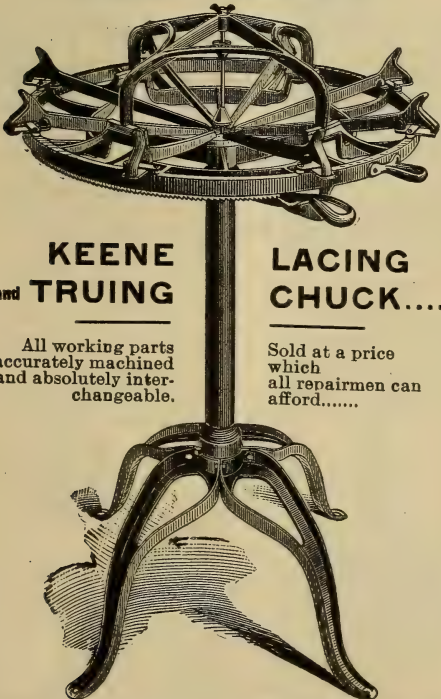
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Bicycles, Carriages, etc.

Also Cups, Cones, and other Automatic Screw
Machine Products. Correspondence
invited on the manufacture of
Special Machinery.

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1898 MODEL



**KEENE
and TRUING**

All working parts
accurately machined
and absolutely inter-
changeable.

**LACING
CHUCK....**

Sold at a price
which
all repairmen can
afford.....

NEW ENGLAND CYCLE SUPPLY CO.
186 MYRTLE ST., KEENE, N. H.



GILLIAM SADDLES

Bid fair to become the leading saddles
for 1898 for quality, durability, and
comfort. Send for catalog and prices.

GILLIAM MFG. CO., CANTON, O.

Mention Bearings

After seeing samples of our

Cold Pressed Sprockets and Seamless Sheet Steel Crank-Brackets

we feel sure that you will agree with us
that the following claims we make are
true:

- 1st—That the stock we use is better than goes into any other sprocket or hanger.
- 2d—That our sprockets will stand twice the bending and breaking strain of any other sprocket.
- 3d—That there is less machine work required.
- 4th—That our sprockets can be polished for about one-fourth the cost of others.
- 5th—That our crank-brackets have perfect angles and are free from any seam or imperfection.

Write for samples and prices to

THE PARISH & BINGHAM CO.

1076 Hamilton St., Cleveland, Ohio.

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Excelsior Needle Company,

TORRINGTON, CONN.

Manufacturers of

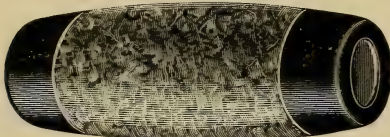
**Bicycle Spokes and Nipples and
Dayton Swaging Machines.**

WESTERN BRANCH,
236-238 LAKE STREET, - CHICAGO.

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F. S. ODELL, Manager.

COMPRESSED CORK GRIP



WOOD LINED. PAPER LINED. UNLINED.
All sizes. With any style tip.

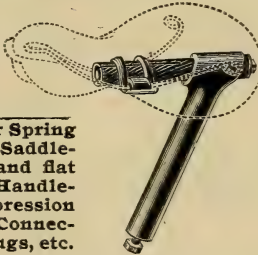
THE CODLING MFG. CO., - Bristol, Conn.

M. & M. WAREHOUSE, 10-24 W. Water St.,
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The Expander Tee Seat-Post

Adjustable without a
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There being no set
screw on the clamp,
the seat can be low-
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frame.



We also make regular Spring
Seat-Posts and Saddle-
Clamps for wire and flat
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Bar Stems, Compression
Clamps, Frame Connec-
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The Racine Malleable & Wrought Iron Co.

Mention Bearings

RACINE, WIS.



Fiber-Buckskin GRIPS

Manufactured by....

Fiber-Buckskin Mfg. Co.
MALDEN, MASS.

Mention Bearings

HANSELL SPRING CO.

9 to 15 Ward Street,

Newark, N. J.



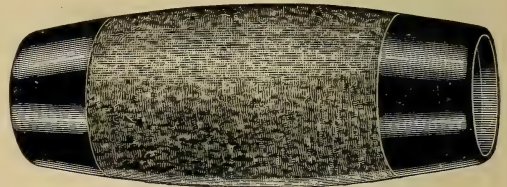
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BICYCLE SADDLE SPRINGS.

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HIGH-GRADE CORK AND CORKINE GRIPS

Lined and unlined. All colors and styles of tips, etc.



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MERVIN, JOCHUM & WORTH, Sales Agents,

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11 Broadway, New York.



WM. F. NYE'S

CRYSTAL SPERM

Bicycle Oil

**SURPASSES
ALL OTHERS.**

IT LUBRICATES, CLEANS, and
PREVENTS RUST.

ITS REPUTATION WORLD WIDE.

Factory, New Bedford, Mass., U. S. A.

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COME AT LAST AND COME TO STAY!

Cycling Made Safe by the use of

STEWART'S NEW ROLLING

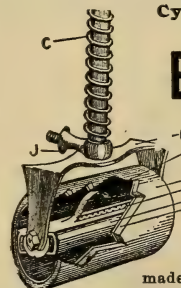
BICYCLE BRAKE

With inner frictional bearings.

Patented Jan. 28, 1897 (No. 675,988).

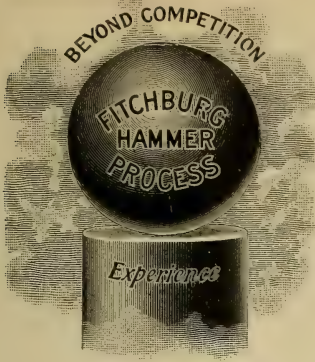
Feb. 9, 1897 (No. 676,912).

**SAFE, SURE, STRONG,
DURABLE, DUST-PROOF.**



Constructed on an entirely new
principle. Takes the friction off the
tire. The only brake on the market
that does not either burn itself out or
wear out the tire. Easily operated,
made of the best material, and adjustable to
any wheel. PRICES: Brake, roll, frame, stem
spiral spring, and adjusting cap at head of
stem, \$2.00. Foot brake, \$2.50. Plunger brake (complete), \$3.75.
DISCOUNT TO DEALERS.

WM. L. STEWART, - WILMERDING, PA.



FITCHBURG STEEL BALL COMPANY

G. W. WEYMOUTH, President and General Manager.

**Manufacturers of
High-Grade Hammer-Forged Steel Balls.**

A new firm, but composed of men who have been identified with ball making since the inception of the industry in America.

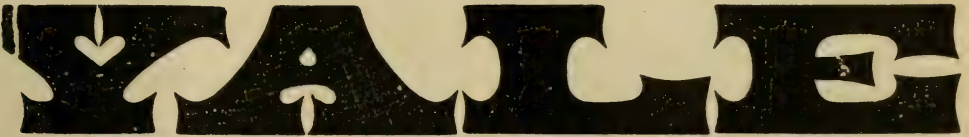
READY FOR '98 CONTRACTS.

DELIVERIES GUARANTEED.

FITCHBURG, MASS., U. S. A.

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THE



Is a Perfectly Practical and Practically Perfect Bicycle.

Ready for '98 Business Now.

Popular List Prices.

DISTRIBUTING AGENTS: Maltby, Henley Co., New York City; Sells Vehicle Co., Columbus, Ohio; Carlin & Fulton, Baltimore, Md.; Frank Derr & Co., Philadelphia, Pa.; Harbison & Gathright, Louisville, Ky.; Dorken Bros. & Co., Montreal, Can.

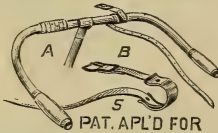
THE KIRK MFG. CO.

TOLEDO, OHIO.

**Phoenix
Bicycle Luggage Carrier.**

**NICKEL SPRINGS
AND BUCKLES.**

**WILL FIT ANY
HANDLE-BAR.**



26-inch Russet Leather Straps 25c. pair.

30-inch Russet Leather Straps 40c. pair.

If your dealer can not furnish, we will mail postpaid on receipt of price. Electroplates furnished for catalogues or advertising. No stock complete without them. Descriptive circular, showing full size cut, mailed on application.

N. H. BENJAMIN & CO.

Mention Bearings

PHOENIXVILLE, PA.

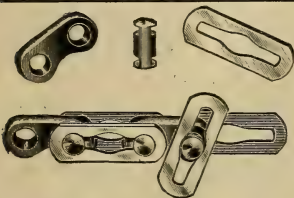
Chains! Chains!

We can tell you all you want to know about quality and price. We can fill orders promptly. Samples on application.....

DUTHIE CHAIN CO.

133-137 E. South Street - - INDIANAPOLIS, IND.

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BALDWIN DETACHABLE CHAINS

have grown in favor in 1897.

**Any part can be replaced by the rider on the spot.
Superior for durability, smooth running, and correct construction.**

The only chain with tool steel rivets. We show a nice variety of styles, and prices to suit the times. Write for quotations.

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BALDWIN CYCLE CHAIN CO., WORCESTER, MASS.

MATERIAL

Tubing, Fork-Sides, Spokes, Chains, Rims, Seat-Post Lugs (4 designs), Crowns, etc. Also our new design 1898 frames, either made up or material ready to go together.

Our C. T. Co. Hub and Hanger. New and practical. We make a specialty of the staples. Get our suggestions and prices. Let us figure on your needs.

Mention Bearings

Address CHICAGO TUBE CO., 217 East Washington St., CHICAGO, ILL.

New 1898 Chain



A patented roller block chain.

Manufactured by
THE THAMES CHAIN & STAMPING CO.
NORWICH, CONN.

Selling Agents: THE FRASSE CO., New York; E. K. TRYON, JR., & Co., Philadelphia; SOUTHERN CYCLE SUPPLY CO., Charleston, S. C.
Sole Agents for Export: GUTERMAN, ROSENFELD & Co., New York.

THE HOWELL-HINCHMAN CO.
MIDDLETOWN, N. Y.

Manufacturers of Highest-Grade Bicycle
Saddle Leather.

Warranted absolutely fast color and will not crack.
Samples and prices furnished on application.

Bicycle Guard Lacing

OF EVERY DESCRIPTION.
WATER PROOF.
ALL COLORS.

1,000-YARD SPOOLS.

Or in hanks, tipped on both ends, in boxes of assorted colors.

Prices and samples on application.

MANUFACTURED BY

FLETCHER MFG. CO.

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CYCLING WEST

One Year, \$2.00.

CYCLING WEST PUBLISHING COMPANY,

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THE DUCKWORTH

HIGH-
GRADE
CYCLE
CHAINS.



NEAT AND
ATTRACTIVE.

Write for
prices.

We call your attention to our new design center block.

JAMES DUCKWORTH, Springfield, Mass.

THE HART & COOLEY MFG. CO.

Cold Rolled Steel for Bicycle Parts.

WARD & NASH, General Sales Agents,
35-37 S. Canal St., Chicago. 25 Purchase St., Boston.

SOUTH CHICAGO, ILL.



THE MORSE ROLLER JOINT CHAIN



RUNS THIS → WAY

Mention Bearings

Send for catalogue.

Every joint is a frictionless rocker bearing.

RESULTS: No friction—no wear. No wear—no stretch. No stretch—no wearing off of sprockets.
99 1-3 per cent efficiency.

Guaranteed not to stretch more than 1/4 inch during a season.

MORSE MFG. CO., TRUMANSBURG, N. Y.

Fork-Sides, "D" Rears, Seat-Posts, and Handle-Bars

Manufacturers, ask for our prices.

THE TOLEDO TUBE CO., Toledo, Ohio,

Mention Bearings

Or MEKWIN-JOCHUM-WORTH CO., New York City.

NICKEL PLATING OUTFITS

BULL NECK
AND CANVAS
WHEELS.
SPANISH
FELT
WHEELS.



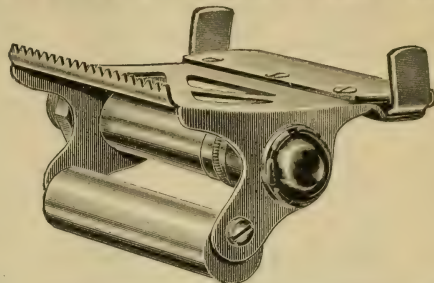
WALRUS
HIDES.
TURKISH
EMERY.
CHEMICALS
GLUE.

POLISHING LATHES

THE
HANSON AND VAN WINKLE CO
NEWARK. CHICAGO. NEW YORK.

Mention Bearings

THE CURTIS SELF-BALANCING ADJUSTABLE PEDAL



Reed & Curtis Machine Screw Co., Worcester, Mass.

\$50 CRAWFORD BICYCLES

Made by
The Crawford Mfg. Co.
Send for Catalogue Hagerstown, Md.

INVICTUS CYCLE FITTINGS CO. (INC.)

617-621 AUSTIN AVE. CHICAGO.
HUBS. WRENCHES. AND CYCLE
PEDALS. STAMPINGS. MACHINERY.

"AUBURN" CHAIN

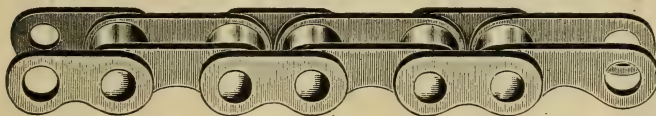


HENRY & ALLEN,
AUBURN, N. Y.

Jno. Caldwell & Co., 134 Van Buren St., Chicago, Ill.
Angell, Summer & Co., 41 Court St., Buffalo, N. Y.
The Boston Cycle Supply Co., 206 Devonshire St., Boston, Mass.

Made in a great variety of styles in both figure 8 and letter B-shaped block and sides, fitted with hardened rivets. Center blocks accurately shaped. Made from choicest steel. Highest finish. Each chain carefully inspected and tested. 50,000 made and sold during the season of 1896. We make prompt shipments. Write for prices before placing your orders. We will surprise you.

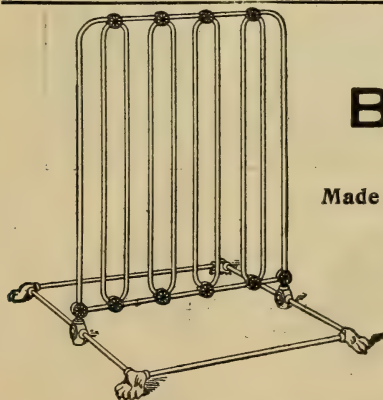
HART'S DOUBLE ROLLER CHAIN



saves friction.
will not stretch.
is **MADE UPON HONOR.**

Every part of tool steel hardened. Warranted.
Manufactured in 1-4 inch and 3-16 inch sizes.

AETNA HARDWARE CO.,
Mention Bearings UNIONVILLE, CONN.



THE EUREKA BICYCLE HOLDER

PATENT APPLIED FOR.

Made with 5, 7, or 9 Spaces. For both Lawn and Sidewalks.
Combining Strength, Durability, and Neatness
at a Low Price.

Prices and terms on application.

OLIVER BROS., LOCKPORT, N. Y.

Mention Bearings

THE SIMONDS ROLLING MACHINE CO.

FITCHBURG, MASS.

THE OLDEST AND LARGEST MANUFACTURERS OF

Steel Anti-Friction Balls

AND ALL KINDS OF FORGINGS

Have increased and improved their plant, and under new and more efficient departmental management have been able to still further improve the quality of their product which has always stood at the head of the list for wearing qualities and accuracy of gauge. All inquiries will receive prompt attention.

Mention Bearings

IT LEADS THEM ALL

THE LEADER

CYCLOMETER

DUST-PROOF
AND WATER-PROOF.

SIMPLE, ACCURATE,
NO SPRINGS.



\$1.00 EACH.

THE HANEY MFG. CO.

290 GRAHAM ST., BROOKLYN, N. Y.

WRITE FOR
PRICES AND CATALOGUES.

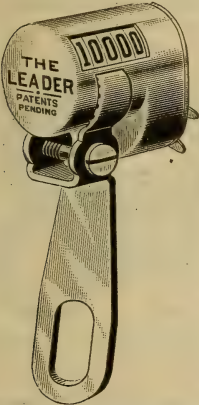
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INDIANAPOLIS DROP FORGING CO.

(INCORPORATED)

Office and Factory, Corner Madison Ave. and Hanway St.,
INDIANAPOLIS, IND.

Write for Estimates on Smooth Finished
Sprockets, all Sizes.



The **Leader**

TRADE-MARK.

\$1.00
each.

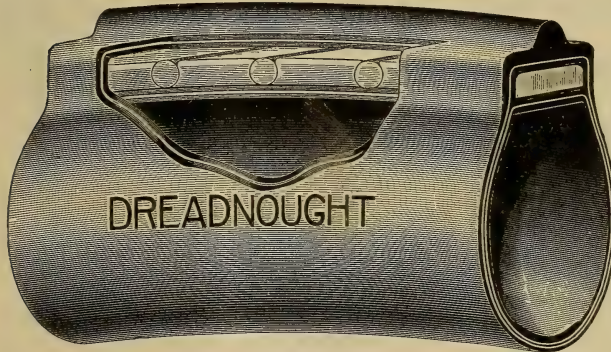
Cyclometer

Dust-proof and Water-proof.
Simple, Accurate,
No Springs.

THE HANEY MFG. COMPANY,

Entirely new features.
Electrotypes and catalogs ready.

286 Graham St., BROOKLYN, N. Y.



Mention Bearings

IT IS WINNING ON ITS MERITS.

Wide-awake Dealers are After It.

The Dreadnought Tire

POSITIVELY PUNCTURE-PROOF.

MINIMUM OF VIBRATION—because the tread gives enough to bridge minor depressions, while the major yield is in the walls of the tube.

THAT LONGITUDINAL RIB reduces friction and eliminates suction.

THE BROAD FLAT SURFACE makes it ride easy on sandy roads.

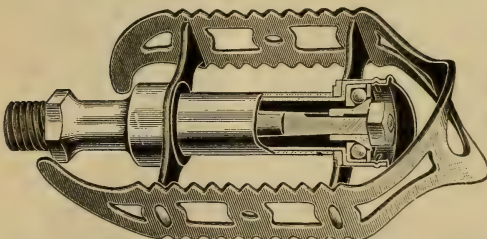
THAT ARTICULATED TREAD BAND is invulnerable (joints and all) and it yields with the tire.

THE RIB AND THE EDGE prevent sideslipping absolutely. Better write to us for a sample.

DREADNOUGHT TIRE CO.

253 Broadway, New York.

WE ARE HEADQUARTERS FOR



CHAINS, SADDLES,
PEDALS, STEEL BALLS,
NICKEL-PLATED CRANKS,
HUBS, SPOKES, NIPPLES, ETC.

Special Drives in Some of the Above.

Write to us before placing an order.

INTERNATIONAL CYCLE FITTINGS CO., 74 Reade Street, New York.

Mention Bearings

"TORRINGTON" CHAINS

TAKE NOTE OF OUR CUTS.



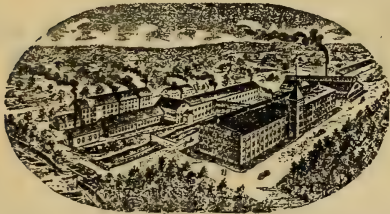
WRITE FOR OUR PRICES.

THE TORRINGTON CHAIN CO., TORRINGTON, CONN., U. S. A.

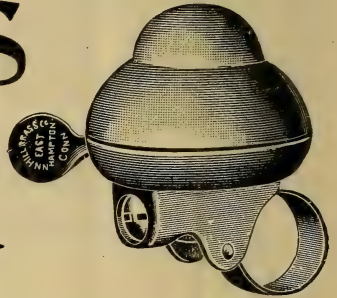
Mention Bearings

THE A. L. MOORE CO., General Sales Agents, Cleveland, New York, Chicago.

STERLINGS



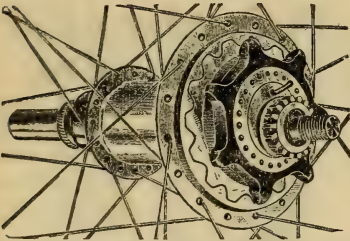
ARE GOOD
BELLS...



N. N. HILL BRASS CO., East Hampton, Conn.

Mention Bearings

BUILD WHEELS WITH BI-GEAR HUBS



P. S.—If you ride a single-tube tire, send 30 cents in stamps for a "Sure Thing" Tire Mender, and always carry it in your vest pocket.

Repairmen and bicycle dealers, who build a few wheels during the winter, will find it a profitable investment to fit them with the Bi-Gear hub, instead of the common rear hub. Our '98 model is out, and any orders placed now will be for the latest model for the entire coming season. There will also be no change in prices.

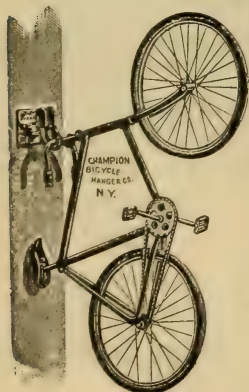
PLACE ORDERS NOW

and work up a trade in Bi-Gears during the winter. The Bi-Gear stands the wear and tear of use on tandems as well as on single wheels. Specification blanks and catalogues sent on request.

BROWN-LIPE GEAR CO., Syracuse, N. Y.

Mention Bearings

Champion Bicycle Hanger



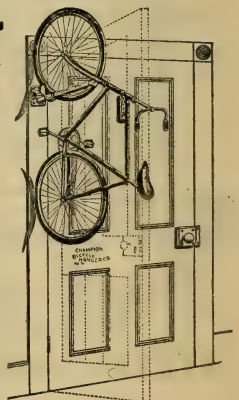
Hangs bicycle off the floor and out of the way.
Can be swung at any angle.
When swung close to the wall, it only takes up a few inches space.
For saving space has no equal.
Twice the number can be put in the space required by any other device.
Will not injure wheel in the slightest degree.
When not in use, folds up out of the way.
Wheel can be cleaned while standing erect.

FOR SALE BY ALL DEALERS.

CHAMPION BICYCLE HANGER CO.

457 Broadway, near Grand St., New York City.

Mention Bearings



THE GRANT BALL CO.

CLEVELAND, OHIO,

MANUFACTURERS OF

STEEL BALLS

FOR

Bicycles, Carriages, etc.

Also Cups, Cones, and other Automatic Screw
Machine Products. Correspondence
invited on the manufacture of
Special Machinery.

Mention Bearings

Chains! Chains!

We can tell you all you want
to know about quality and
price. We can fill orders
promptly. Samples on appli-
cation.....

DUTHIE CHAIN CO.

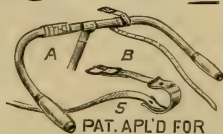
33-137 E. South Street - - INDIANAPOLIS, IND.

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Phoenix Bicycle Luggage Carrier.

NICKEL SPRINGS
AND BUCKLES.

WILL FIT ANY
HANDLE-BAR.



26-inch Russet Leather Straps 25c. pair.
36-inch Russet Leather Straps 40c. pair.

If your dealer can not furnish, we will mail post-paid on
receipt of price. Electroplates furnished for catalogues
or advertising. No stock complete without them.
Descriptive circular, showing full size cut, mailed on
application.

N. H. BENJAMIN & CO.

Mention Bearings

PHOENIXVILLE, PA.

After seeing samples of our

Cold Pressed Sprockets and Seamless Sheet Steel Crank-Brackets

we feel sure that you will agree with us
that the following claims we make are
true:

- 1st-That the stock we use is better than goes into
any other sprocket or hanger.
- 2d-That our sprockets will stand twice the bend-
ing and breaking strain of any other sprocket.
- 3d-That there is less machine work required.
- 4th-That our sprockets can be polished for about
one-fourth the cost of others.
- 5th-That our crank-brackets have perfect angles
and are free from any seam or imperfection.

Write for samples and prices to

THE PARISH & BINGHAM CO.

1076 Hamilton St., Cleveland, Ohio.

Mention Bearings

Bicycle Guard

Lacing OF EVERY DESCRIPTION.
WATER PROOF.
ALL COLORS.

1,000-YARD SPOOLS.

Or in hanks, tipped on both ends, in boxes of
assorted colors.
Prices and samples on application.

MANUFACTURED BY

FLETCHER MFG. CO.

18-20 Thomas St., New York City.

Mention Bearings 53 Lincoln St., Boston, Mass.

ROLLER BLOCK CHAIN!



Manufactured by

THE THAMES CHAIN & STAMPING CO.

NORWICH, CONN.

Selling Agents: THE FRASSE CO., New York; E. K. TRYON,
JR. & CO., Philadelphia; SOUTHERN CYCLE SUPPLY CO.,
Charleston, S. C.; THE HORACE PATRIDGE CO., Boston;
MURRAY, BLANCHARD, YOUNG & O., Providence.

Sole Agents for Export: GUITERMAN, ROSENFELD & Co.,
New York.

Excelsior Needle Company,

TORRINGTON, CONN.

Manufacturers of

Bicycle Spokes and Nipples and Dayton Swaging Machines.

WESTERN BRANCH,
236-238 LAKE STREET, - CHICAGO.

Mention Bearings F. S. ODELL, Manager.

COMPRESSED CORK GRIP



WOOD LINED. PAPER LINED. UNLINED.
All sizes. With any style tip.

THE CODLING MFG. CO., - Bristol, Conn.
M. & M. WAREHOUSE, 10 24 W. Water St.,
Chicago, Ill., Western Agents.
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The Expander Tee Seat-Post

Adjustable without a nut or bolt visible. There being no set screw on the clamp, the seat can be lowered close to the frame.

We also make regular Spring Seat-Posts and Saddle-Clamps for wire and flat Spring Saddles, Handle-Bar Stems, Compression Clamps, Frame Connections, Seat-Post Lugs, etc.



The Racine Malleable & Wrought Iron Co.
Mention Bearings RACINE, WIS.

LACING

on Reels for Manufacturers.
In Hanks or Boxes for Bicycle
Sundry Trade.

Samples and prices for all.

Sea-Island Cotton,
Waterproof Finish,
with Gold Thread or
Check.

Pure Turkey Mohair
with Gold.

Twisted and Braided
Silk.

Ossawan
Detachable Nets
or any make
of wheel.

OSSAWAN MILLS CO., Norwich, Conn., U.S.A.



HANSELL SPRING CO.

9 to 15 Ward Street,
Newark, N. J.



Manufacturers of
BICYCLE SADDLE SPRINGS.
Mention Bearings

WANTED

To build from 1,000 to 2,000 wheels for 1898 in lots of 100 to 1,000 for cash only. Send us your specifications and we will name you figures on a very low margin. Address

ROBERT COLEMAN,
care Bearings.



WM. F. NYE'S

CRYSTAL SPERM

Bicycle Oil

SURPASSES
ALL OTHERS.

IT LUBRICATES, CLEANS, and
PREVENTS RUST.

ITS REPUTATION WORLD WIDE.

Factory, New Bedford, Mass., U. S. A. Mention Bearings

COME AT LAST AND COME TO STAY!

Cycling Made Safe by the use of

STEWART'S NEW ROLLING

BICYCLE BRAKE

With inner frictional bearings.

Patented Jan. 28, 1897 (No. 576,988).

Feb. 9, 1897 (No. 576,912).

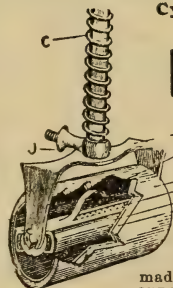
SAFE, SURE, STRONG,

DURABLE, DUST-PROOF.

Constructed on an entirely new principle. Takes the friction off the tire. The only brake on the market that does not either burn itself out or wear out the tire. Easily operated, made of the best material, and adjustable to any wheel. PRICES: Brake, roll, frame, stem, spiral spring, and adjusting cap at head of stem, \$2.00. Foot brake, \$2.50. Plunger brake (complete), \$3.75.

DISCOUNT TO DEALERS.

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FITCHBURG STEEL BALL COMPANY

G. W. WEYMOUTH, President and General Manager.

MANUFACTURERS OF HIGH-GRADE

Hammer-Forged Steel Balls

A new firm, but composed of men who have been identified with ball making since the inception of the industry in America.

READY FOR '98 CONTRACTS.

DELIVERIES GUARANTEED.

FITCHBURG, MASS., U. S. A.

Mention Bearings



THE



Is a Perfectly Practical and Practically Perfect Bicycle.

Ready for '98 Business Now.

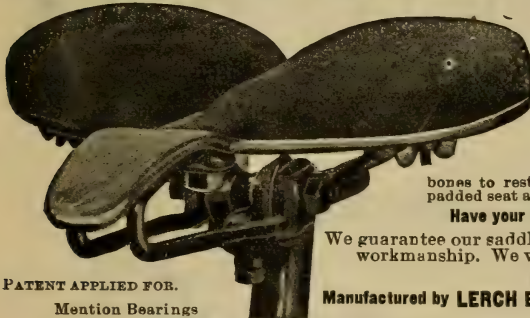
Popular List Prices.

DISTRIBUTING AGENTS: Maltby, Henley Co., New York City; Sells Vehicle Co., Columbus, Ohio; Carlin & Fulton, Baltimore, Md.; Frank Derr & Co., Philadelphia, Pa.; Harbison & Gathright, Louisville, Ky.; Dorken Bros. & Co., Montreal, Can.

THE KIRK MFG. CO.

TOLEDO, OHIO.

LERCH BICYCLE SADDLE



No. 2—Size adapted to the use of the great majority of bicycle riders. Suitable for ordinary sized men and misses. Length, 8½ in.; width, 8 in. Price, \$5.00.

CAN NOT INJURE THE RIDER.

THE LERCH SADDLE is unlike all others, as it is slightly concave instead of convex; that is, the outer edges of the seat plate are slightly higher than the center, thus making it impossible to strain the muscles of the perineum, the shape or pitch of the seat allowing the pelvic bones to rest squarely and naturally upon the central portions of the padded seat and renders impossible any strain upon the pubic arch.

Have your Physician explain from a scientific point its hygienic advantage.

We guarantee our saddles against breakage caused by defective material and workmanship. We will replace any parts that break from such causes.

SEND FOR CATALOGUE.

Manufactured by LERCH BROTHERS, 5-15 E. Pratt St., Baltimore, Md., U.S.A.

PATENT APPLIED FOR.
Mention Bearings

BALDWIN DETACHABLE CHAINS

have grown in favor in 1897.

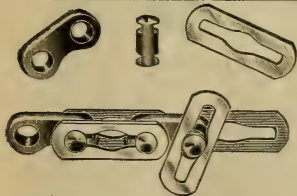
Any part can be replaced by the rider on the spot.

Superior for durability, smooth running, and correct construction.

The only chain with tool steel rivets. We show a nice variety of styles, and prices to suit the times. Write for quotations.

Mention Bearings

BALDWIN CYCLE CHAIN CO., WORCESTER, MASS.



MATERIAL

Tubing, Fork-Sides, Spokes, Chains, Rims, Seat-Post Lugs (4 designs), Crowns, etc. Also our new design 1898 frames, either made up or material ready to go together.

Our C. T. Co. Hub and Hammer. New and practical. We make a specialty of the staples. Get our suggestions and prices. Let us figure on your needs.

Mention Bearings

Address CHICAGO TUBE CO., 217 East Washington St., CHICAGO, ILL.

DID YOU EVER CYCLE AFOOT?

Ball Bearing,
Rubber Cushion Tires,
Dustless, Noiseless, Fleet,
Easy Running.

**ONLY TWO WHEELS TO
EACH SKATE.**

The Best Skate for Polo Players.



THE ACME
OF
PERFECTION.

THE GREAT AND
ONLY....

**BUFFALO
FOOT CYCLE**

ATTENTION!

Owners and Managers of Rinks, Bicycle Academies, Gymnasiums, Armories, Halls etc., **THE ROLLER SKATING RINK CRAZE IS UPON US.** There will be more money made in the skating business during the next three years than in any mining proposition known. **IMPROVE YOUR CHANCES, ORDER A SUPPLY AT ONCE.** Sample pair, \$3 50, \$4, and \$5, according to size. Liberal discounts on large orders. Agents wanted everywhere. State and county rights for sale. Address

W. S. OLEVELAND,
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THE BUFFALO CYCLE SKATE AGENCY, 985-995 Ellicott Sq., BUFFALO, N. Y.

THE HOWELL-HINCHMAN CO.

MIDDLETOWN, N. Y.

Manufacturers of Highest-Grade Bicycle
Saddle Leather.

Warranted absolutely fast color and will not crack.
Samples and prices furnished on application.

CYCLING WEST

One Year, \$2.00.

CYCLING WEST PUBLISHING COMPANY,

Denver, Colo.

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THE DUCKWORTH

HIGH-
GRADE
CYCLE
CHAINS.



NEAT AND
ATTRACTIVE.

Write for
prices.

We call your attention to our new design center block.

JAMES DUCKWORTH, Springfield, Mass.

THE HART & COOLEY MFG. CO.

Cold Rolled Steel for Bicycle Parts.

WARD & NASH, General Sales Agents,
95-97 S. Canal St., Chicago. 25 Purchase St., Boston.

SOUTH CHICAGO, ILL.



THE MORSE ROLLER JOINT CHAIN



RUNS THIS WAY

Mention Bearings

Send for catalogue.

Every joint is a frictionless rocker bearing.

RESULTS: No friction—no wear. No wear—no stretch. No stretch—no wearing off of sprockets. 99 1-3 per cent efficiency.

Guaranteed not to stretch more than $\frac{1}{4}$ inch during a season.

MORSE MFG. CO., TRUMANSBURG, N. Y.

FIBER-BUCKSKIN GRIP

Manufactured by
Fiber-Buckskin Mfg. Co.
MALDEN, MASS.

NICKEL PLATING OUTFITS

BULL NECK
AND CANVAS
WHEELS.
SPANISH
FELT
WHEELS.



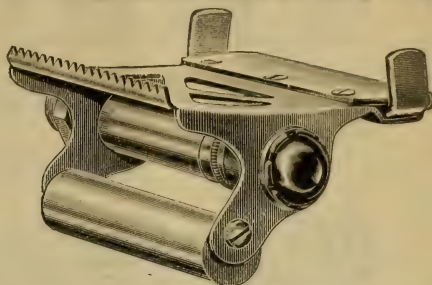
WALRUS
HIDES,
TURKISH
EMERY,
CHEMICALS
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POLISHING LATHES

THE
HANSON AND VAN WINKLE CO.
NEWARK. CHICAGO. NEW YORK.

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THE CURTIS SELF-BALANCING ADJUSTABLE PEDAL



Reed & Curtis Machine Screw Co., Worcester, Mass.

**\$50 CRAWFORD
BICYCLES**

Made by

The Crawford Mfg. Co.

Send for Catalogue Hagerstown, Md.

**INVICTUS CYCLE
FITTINGS CO. (INC.)**
617-621 AUSTIN AVE. CHICAGO.
HUBS. WRENCHES. CYCLE
PEDALS. STAMPINGS. AND MACHINERY.

"AUBURN" CHAIN



HENRY & ALLEN,
AUBURN, N. Y.

Jno. Caldwell & Co., 134 Van Buren St., Chicago, Ill.
Angell, Summer & Co., 41 Court St., Buffalo, N. Y.

Made in a great variety of styles in both
figure 8 and letter B-shaped block and sides,
fitted with hardened rivets. Center blocks
accurately shaped. Made from
choicest steel. Highest finish.
Each chain carefully inspected
and tested. 50,000 made and sold
during the season of 1898. We
make prompt shipments. Write
for prices before placing your
orders. We will surprise you.

Shaw-Herron Co., 124 Chambers St., New York.
G. W. Strelinger, 68 State St., Detroit, Mich.
The Boston Cycle Supply Co., 206 Devonshire St., Boston, Mass.

STANDARD CYCLE ENAMELS

STANDARD VARNISH WORKS,

General Office, 29 Broadway, New York.
Chicago—2629 Dearborn St.
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CONSISTING OF
BLACK—First coating and finishing.
COLORED—Opaque—11 different colors.
COLORED TRANSLUCENT—6 different colors, only
one coat required of the translucent.
Sample color cards of cycle enamels together with
directions for use and prices will be furnished
upon application. Used by the leading manufac-
turers both in this country and Europe. A trial
will substantiate our claims.
Also CYCLE WOOD RIM VARNISH
and TRANSPARENT BAKING COPAL.

Mention Bearings

**ARE THE
BEST
IN THE
WORLD**

**NICKEL PLATING
OUTFITS.**
ZUCKER & LEVETT & LOEB CO.
OFFICES, 526, 528, & 530 W. 25TH ST.
NEW YORK, U.S.A.
SEND FOR CATALOGUE OF
NICKEL & ELECTRO-PLATING
SUPPLIES & POLISHING MATERIALS

For a silvery white deposit of nickel, use our pure Anodes and Salts. French, American, Plain, Spanish. Felt wheels or
in sheets. Muslin Buffs, Walrus Leather wheels or hides, Oak-tanned Leather covered wheels. O. P. Cyanide of Potassium,
Fused Cyanide of Potassium, Rouges, Compositions, Buffing Lathes. Mention Bearings

THE SIMONDS ROLLING MACHINE CO.

FITCHBURG, MASS.

THE OLDEST AND LARGEST MANUFACTURERS OF

Steel Anti-Friction Balls

AND ALL KINDS OF FORGINGS

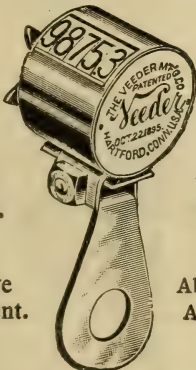
Have increased and improved their plant, and under new and more efficient departmental management have been able to still further improve the quality of their product which has always stood at the head of the list for wearing qualities and accuracy of gauge. All inquiries will receive prompt attention.

Mention Bearings

THE *Veeder* CYCLOMETER.

Weight, 1 Ounce.

10,000 MILES and REPEAT.



Dust
Proof.

Water
Proof.

Positive
Movement.

Absolutely
Accurate.

Exact Size.

Price, - \$1.00.

The *Veeder* Cyclometer

Received.....

Highest Award at Brussels Exposition.

Highest Award at Nashville Exposition.

Nearly Half-a-Million in Use.

It stands alone as an accurate distance recorder for cycles. Don't be deceived by cheap imitations that resemble it in appearance only. See that your purchase bears the name **VEEDER**.

This cut, either 2 or 4 inches in size, we will send free on receipt of application to any jobber or dealer for catalogue or advertising purposes.

The Veeder Mfg. Co.

HARTFORD, CONN.



Strength
from
Strength-
Vigoral

is the
concentrated nutriment
of prime lean beef
further strengthened in
muscle-forming consti-
tuents by the addition of
powdered beef, the whole
being appetizingly spiced
and seasoned and ready
for immediate use with
hot or cold water.

Vigoral is both meat and drink.— a foe to fatigue
which gives added strength and vitality to all who use it.

To be had of all grocers and druggists.

The interesting little pamphlet "Various Views on Vigoral" is mailed for the asking.

Armour & Company
Chicago.

IT IS A FACT

Nobody questions the high-grade reputation of the STERLING Bicycle. That's why the makers have decided to associate with the Sterling Bicycle the highest-grade saddle made, the

Christy Anatomical Saddle

It will be furnished as the regular equipment on all Sterling Bicycles for 1898 without additional charge.



Chicago, Oct. 12, 1897.

Messrs A. G. Spalding & Bro's.,
Gentlemen:-

You may enter our order for - 5,000 Christy Saddles of the '98 pattern. Specifications will follow as soon as we know what styles we shall require. The above on account of contract of October 11th., for season's supply.

Very truly yours,

STERLING CYCLE WORKS,
W. J. Mullen PRES.

NEW YORK
PHILADELPHIA

A. G. SPALDING & BROS.

CHICAGO
WASHINGTON

WILL A WHEEL SELL POSSESSING THESE

"POINTS OF SUPERIORITY"?

It will go faster and further with less effort.
It is much easier to keep clean.
Every motion is positive—no back lash.
It has no links or teeth to "catch things."
Its driving mechanism is always thoroughly lubricated.
Its motive parts are not affected by the weather—by rain, mud, nor dust.
It saves repair money, work, and worry, and increases the safety and delight of cycling; and is

SALABLE AT A POPULAR PRICE.

You can obtain it by making
THE FROST GEAR CASE
a part of your '98 equipment, thus supplying

THE INCLOSED CHAIN

Tried, tested, and recommended by 2,000 pleased riders.

R. B. McMULLEN & CO.,
Chicago and New York,
Gen'l U. S. and Canadian Sales Agents.

THE FROST GEAR CASE CO.,
253 Broadway, New York.

'98 MODELS NOW READY—PROMPT DELIVERY.

Mention Bearings

EXPERIENCE COUNTS

on all Humber Bicycles for 1898, the

The Humber Company, the oldest manufacturers of high-grade wheels in the world, have decided to adopt as the exclusive equipment

Christy Anatomical Saddle...

Humber Factories:

Beeston, Notts, England
Wolverhampton, England
Coventry, England
Paris, France
Moscow, Russia
Lisbon, Portugal
Westboro, Mass.



HUMBER AND COMPANY: AMERICA LIMITED
HUMBER CYCLES
WESTBORO-MASSACHUSETTS

Cable Address:
"Humber" New York

3 Park Place,

New York, Oct. 4th, 1897.

Messrs. A. G. Spalding & Bros.,
126 Nassau St., New York.

Gentlemen:-

We have decided to adopt and will mount the Christy saddle exclusively on 1898 HUMBERS. You may, therefore, enter our order for 5000, to be delivered 1000 per month beginning Nov. 15th. We will add to this order later on, as our requirements may demand.

Very truly yours,

Ellison Quinn

Managing Director.

Humber Depots:

318 Broadway, New York
First Ave. & 42d St. New York
648 Fulton St., Brooklyn
1513 Bedford Ave., Brooklyn
111 No. Charles St., Baltimore
32 Holborn Viaduct, London
18 Rue du Quatre Septembre,
Paris

Branches:
10th and Walnut Sts., Phila.
501 Main St., Buffalo

Branches in All Parts of the
Civilized World.

NEW YORK
PHILADELPHIA

A. G. SPALDING & BROS.

CHICAGO
WASHINGTON

1898-NEWTON TIRES-1898

There is an old saying,

"The Best is the Cheapest in the End,"

which can be applied to bicycle tires very forcibly. The tire of a bicycle is not only the most essential part, but also the most vulnerable. Any bicycle, high, medium, or low priced, is absolutely worthless if fitted with cheap tires.

NEWTON TIRES

are the best that money and experience can produce.

Manufacturers make no mistake in fitting them.

Dealers make no mistake in ordering them.

Riders make no mistake in using them.

THE NEWTON RUBBER WORKS,

CHICAGO, 132 Lake Street.

123 Pearl St., BOSTON, MASS.

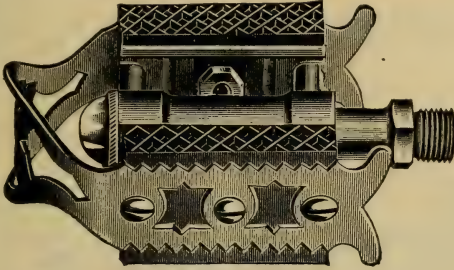
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THE HANEY MFG. CO.

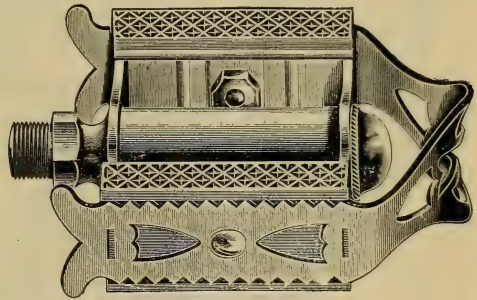
290 GRAHAM ST.,
BROOKLYN, N. Y.

The Ladies Want Style!



SYRACUSE LADIES'.

Here it is, and honest
workmanship and material also.
Write to the Selling Agents,
CROSBY & MAYER CO.,
Buffalo, N. Y.,
for prices and samples.



C. & M. LADIES'.

Makers,
SYRACUSE ARMS CO.
SYRACUSE, N. Y.

Mention Bearings

“What’s in a Name?”



Not much in some names, but the word “**Snow**” on a bicycle chain means that the maker of that chain has spared no expense and no amount of earnest careful effort to produce the very finest chain on the market. If you appreciate good work and are willing to pay a fair price (not an unreasonable price) for it, write to **Crosby & Mayer Co.,** Selling Agents, Buffalo, N. Y., for samples.

Makers, **Snow Cycle Chain Co.,** Syracuse, N. Y.

Mention Bearings

All Amateur Paced World's Records
from 3 to 28 miles

went to the wall at Buffalo, N. Y., Oct. 20, and

Kangaroo Tires

sent them there.

The distance ridden in one hour was 28 miles, 1,585 yards,
beating the best previous record by nearly

TWO MILES.

The next day, on the same track, another amateur on

Kangaroo Tires

lowered the 2-mile amateur world's record, paced, to 3:44 1-5.

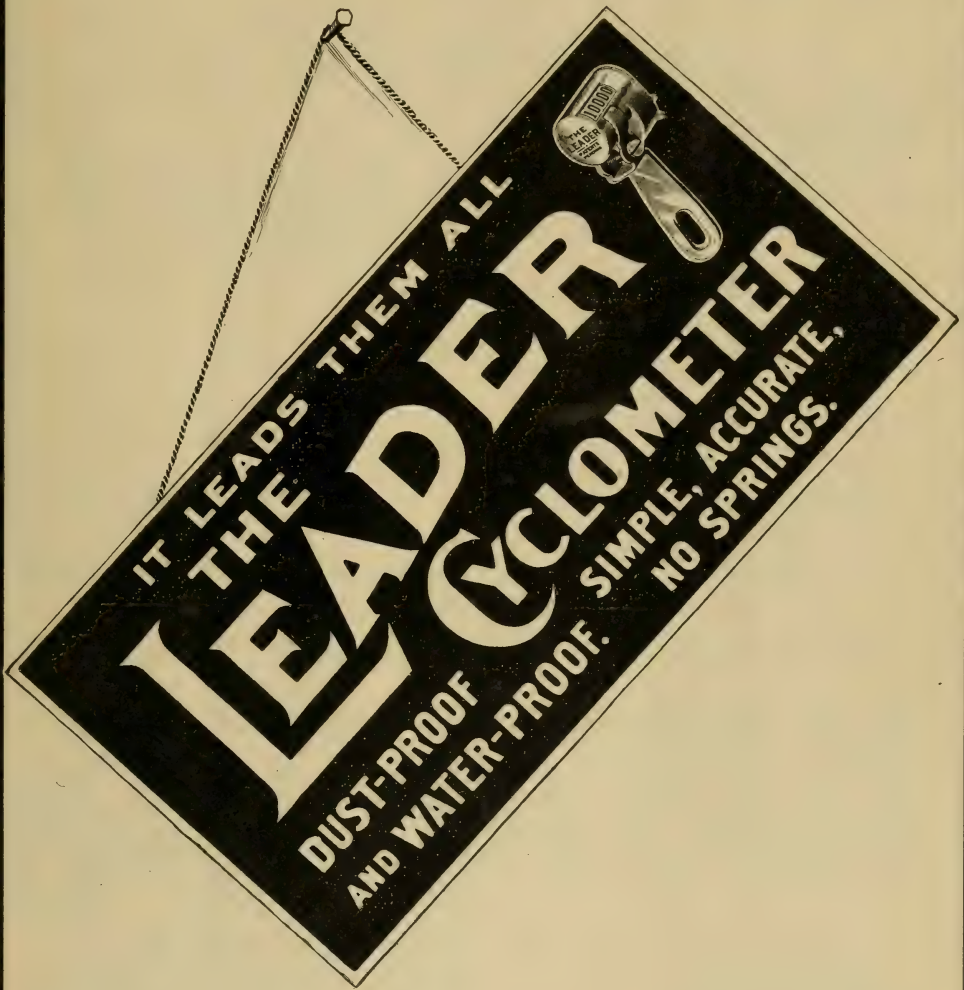
KANGAROO TIRES
ROAD OR RACING
ARE INVINCIBLE

National India Rubber Company,

28 Kingston St., Boston.

273 Broadway, New York.

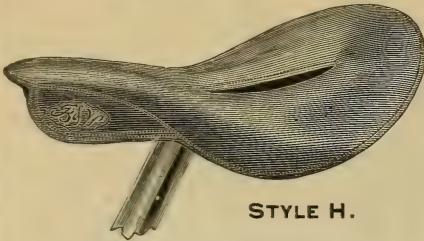
Mention Bearings



THE HANEY MFG. CO.

290 GRAHAM ST.,
BROOKLYN, N. Y.

THE POPULAR B. & W. SADDLES



STYLE H.

Style H A is the same as H except that the top is padded between tree covering.

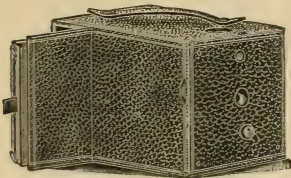
MANY OTHER ATTRACTIVE STYLES.

Write for catalogue.

BUTLER & WARD CO.
NEWARK, N. J.

SELLING AGENTS:
John Caldwell & Co., Chicago, Ill.
Elastic Tip Co., Boston, Mass.
Marwin-Jochum-Worth Co., New York.
Robert Malcolm Co., San Francisco, Cal.
Mention Bearings

Eastman's No. 2 Eureka Camera is a simple instrument for use with glass plates. Makes pictures $3\frac{1}{2} \times 3\frac{1}{2}$ inches, and has space in back for three double plate holders. Safety shutter. Fine achromatic lens.



\$4.00

Price No. 2 Eureka Camera, with one double plate holder, \$4.00
" Extra Double Plate Holders, each, .75
" Eastman's Extra Rapid Dry Plates, $3\frac{1}{2} \times 3\frac{1}{2}$ per doz., .35

For sale by all dealers. Booklet of Eurekas and Bicycle Kodaks free at agencies or by mail.

EASTMAN KODAK CO.

Rochester, N. Y.

Announcement.

Messrs. Frederick and Henry Mesinger, the inventors of the

Mesinger Bicycle Saddles,

beg leave to notify the public and bicycle trade that they have severed their connection with Hulbert Bros. & Co. and the Mesinger Bicycle Saddle Co., and henceforth shall be known as Mesinger Mfg. Co., who have now turned their efforts and genius to the manufacture of bicycle saddles of new design and origin, and will place on the market new surprises for the '98 trade.

MESINGER MFG. CO.

1801-1803 First Ave.,
New York City.

FREDERICK MESINGER,
President.

HENRY MESINGER,
Sec. and Treas.

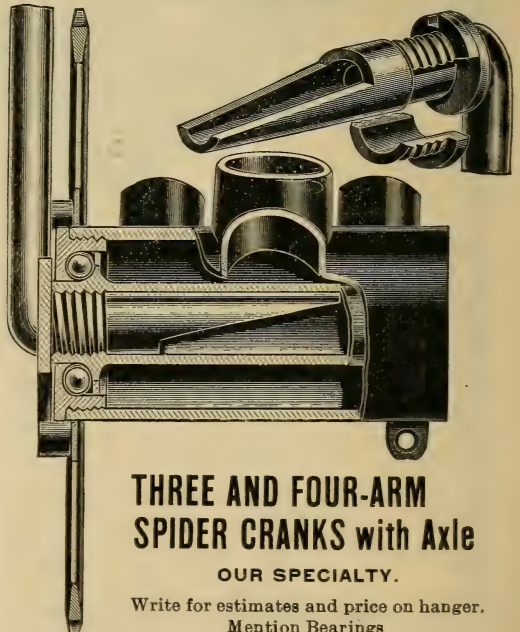
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INDIANAPOLIS DROP FORGING CO.

(INCORPORATED)

Office and Factory, Corner Madison Ave. and Hanway St.,

INDIANAPOLIS, IND.



**THREE AND FOUR-ARM
SPIDER CRANKS with Axle**

OUR SPECIALTY.

Write for estimates and price on hanger.
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Over Fifty Per Cent
of the
Races on the Southern Circuit
to date were won on
Kangaroo Tires

KANGAROOS are all made alike, and the speed of the Racer is in
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NATIONAL INDIA RUBBER CO.

28 Kingston St., BOSTON.

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SNELL BICYCLES

Striking mechanical improvements. Finish—most elegant and attractive.
Every part highest class.

PRICE 50 DOLLARS.

We want only agents of responsibility who are in
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SNELL CYCLE FITTINGS CO.

HIGHEST CLASS ONLY.

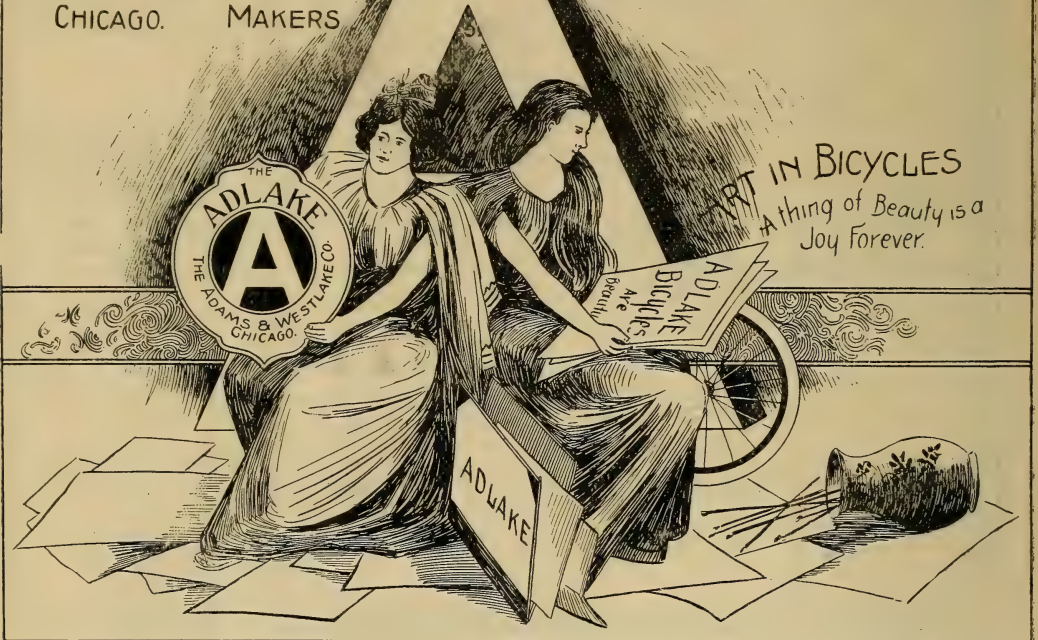
— TOLEDO, OHIO.

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THE ADAMS & WESTLAKE CO.

CHICAGO. MAKERS

European Branch Office.
No 9, New Broad St London, E.C
London Warehouses and Storerooms
Nos. White St E.C No 8, New Union St E.C



The Bernasco Adjustable Saddle



Is a sure "WINNER"

Patented May 11, 1897.

FOR COMFORT, EASE, AND HEALTH IT HAS
NO EQUAL.

Adjustable to suit all riders. Medium spring motion; hard or cushion seat; long or short soft pommel, downward deflection. Does not chafe or irritate. Free leg motion; no freak, but all common sense.

PRICE, \$3.50.

Ask your dealer for it, or write direct to us.



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WM. B. RILEY & CO., Makers,

324 and 326 Market St., PHILADELPHIA, PA.

HIGH-
GRADE
CYCLE
CHAINS.

JAMES DUCKWORTH

MANUFACTURER AND EXPORTER OF



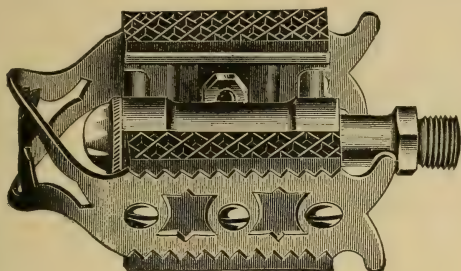
Special Chains Made to Order.

SPRINGFIELD, MASS.

The
"Duckworth"

Four distinct
patterns
in any style of
finish desired.

The Ladies Want Style!



SYRACUSE LADIES'.

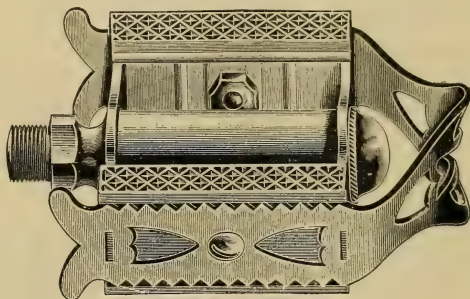
Makers,
SYRACUSE ARMS CO.
SYRACUSE, N. Y.

Here it is, and honest
workmanship and material also.

Write to the Selling Agents,

CROSBY & MAYER CO.,
Buffalo, N. Y.,

for prices and samples.



C. & M. LADIES'.

Mention Bearings

“What’s in a Name?”



Not much in some names, but the word “**Snow**” on a bicycle chain means that the maker of that chain has spared no expense and no amount of earnest careful effort to produce the very finest chain on the market. If you appreciate good work and are willing to pay a fair price (not an unreasonable price) for it, write to **Crosby & Mayer Co., Selling Agents, Buffalo, N. Y.,** for samples:

Makers, **Snow Cycle Chain Co.,** Syracuse, N. Y.

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Surely a small sum for a
magazine like 

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OUR LEADERS FOR 1898

"It Fits."

"Its Nose is Soft."

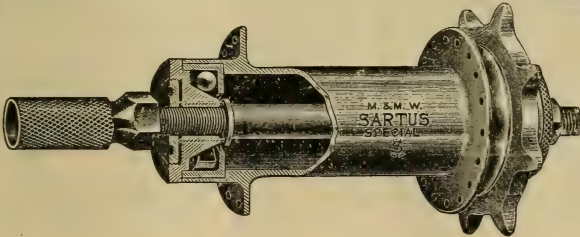
The '98 Plew

With Coiled Spring and
Direct Seat-Post.

In the Plew saddle, we can safely state that we have reached the acme of perfection in saddle construction. As its reputation is so well established, a further description would be unnecessary, but we can add that a new feature of the saddle is a coiled spring, which will be an option; also a newly-designed direct seat-post.



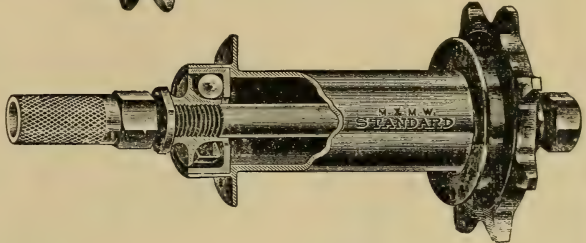
"It Don't Hurt."



We control the valuable patents on the Sartus Ball Retainer and Adjusting Cone, which are illustrated in the Sartus hub shown herewith. These hubs are strictly high grade, made on scientific principles, and manufactured of the very best material, the barrel being turned out of the solid. We are in a position to quote interesting prices and guarantee prompt deliveries.

M. & M. W. Standard Hub.

Fitted with a Sartus Patent Ball Retainer, this hub is thoroughly up to date and warranted first class in every respect. In its construction, nothing but the very best material is used. We shall be glad to quote interesting prices upon receipt of specifications.



WE REPRESENT THE FOLLOWING: U. S. Projectile Company—Manufacturers of Seamless Tubing, Handle-Bars, Fork-Sides, etc.; the quality of this product is too well known to require comment. Indiana Chain Company—Manufacturers of the celebrated Indiana Chains; none better; prices right. Excelsior Machine Company—Manufacturers of the Excelsior Steel Balls; BEST ON EARTH. Indianapolis Drop Forge Company—Sprockets, Cranks, and other Forgings. The American Specialty Company. The Excelsior Needle Company—Spokes and Nipples. The Winona Wood Rim Company. The Indiana Manufacturing Company—Wood Rims and Guards. The Codling Manufacturing Company—Corkline Grips.

We can assure the trade that, on any material, we are in a position to quote exceptionally low prices when quality is taken into consideration, and, owing to the fact that we have assumed the output of many factories, we are in a position to guarantee the delivery of any material contracted for.

Manufacturers Merchants Warehouse

10-24 W. WATER ST. CHICAGO. & 10 W. RANDOLPH ST.

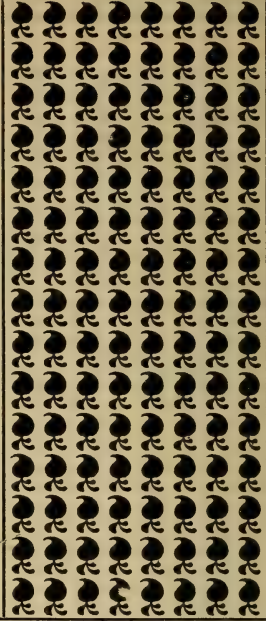
The Largest Distributing Depot for Cycle Material and Sundries in the World.

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Centuries Are Not Long
to cyclists who use

Vigoral

Being the concentrated nutriment of prime lean beef, delicately spiced and seasoned Vigoral is both meat and drink and a true **foe to fatigue**. No trouble in its preparation; a cup of water, hot or cold, is all that is necessary. To be had of all druggists and grocers.

Our little pamphlet "Various Views on Vigoral," is mailed free and contains much that is interesting.

Armour & Company, Chicago.

*You can look the world over
but you won't find a wheel that is better than
The "Adlake"*

European Branch Office
No 9 New Broad St London, E.C.
London Warehouses and
Storerooms
No 5, White St. E.C.
No 8, New Union St. E.C.



THE ADAMS & WESTLAKE CO.
MAKERS CHICAGO.

R. S. Stokvis & Zonen ROTTERDAM

(HOLLAND)

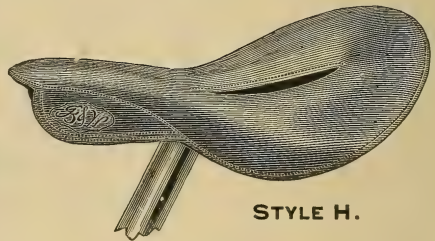
Cycle Department,

Ask quotations on large quantities of American Fittings and Specialties for the Cycle Trade at cash prices.

**Largest Importers of
Cycles and Accessories.**

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THE POPULAR B. & W. SADDLES



STYLE H.

Style H A is the same as H except that the top is padded between tree covering.

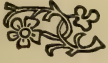
MANY OTHER ATTRACTIVE STYLES.

Write for catalogue.

BUTLER & WARD CO.
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The Doolittle Brake



It is immediately applied by BACK PEDALING, and when set IT CONTINUES IN EFFECT at equal pressure until released by forward pedaling.

The brake can be regulated according to weight or inclination of rider, or can be locked out of action entirely when desired.

Should chain break going down hill, the brake sets automatically. We are equipped to furnish barrel hubs, finished and complete and fitted with this brake.

We shall shortly be in position to furnish the DOOLITTLE BRAKE that can be adjusted to almost any standard bicycle now on the road, either old or new.

OPERATES AUTO-
MATICALLY ON
THE AXLE, AND
THEREFORE DOES
NOT WEAR THE
TIRE.....

Price \$5.00

DOOLITTLE PATENT AUTOMATIC BRAKE CO.

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The Largest Factory in the World devoted exclusively to
Bicycle Wood Work. MORE PLYMOUTH RIMS in use
than all other makes combined.

Our NEW ENAMELED RIMS IN COLORS a Specialty.

Also Tandem and "Quad" Rims.

Our New Handle-Bar Clamp
NEAT. EFFECTIVE.

Send for catalogue of our second growth white

Hickory Handle-Bars
EIGHT STYLES.

Stocks of PLYMOUTH RIMS, GUARDS, and HANDLE-BARS
carried by our Agents.

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Chicago Tip & Tire Co., 154 Lake St., Chicago, Ill.
A. F. Shapleigh Hardware Co., St. Louis, Mo.
S. Guiterman & Co., 35 and 36 Aldermanbury, London,
E. C., England, European Agents.

Up-to-date manufacturers use the Ply-
mouth line of Bicycle Wood Work be-
cause the riding public demands it.

We own patents on eyeletting wood
rims. Also broad patents on single piece
rims and interlocked joints.

Mention
Bearings

The Indiana Novelty Mfg. Co., Plymouth, Ind.



Adjustable to
any position.

Get off that Pommel

and ride the



Patented
Jan. 19, 1897.

Improved Safety Poise Cycle Seat

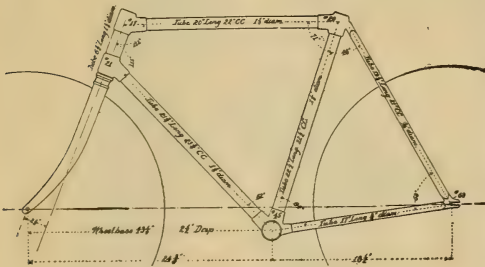
Made in two sizes, intended for both men
and women as well as juveniles.
POSITIVELY harmless—the only rim seat in the world.
INVENTED BY A PHYSICIAN and recom-
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Ask your dealer or apply to

NEWELL MFG. CO., Ames Building, Boston, Mass.
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Armstrong Model 70 Road Racer

Short Head. Correct Lines. $2\frac{1}{2}$ -inch Drop.



HOW DO YOU LIKE IT?

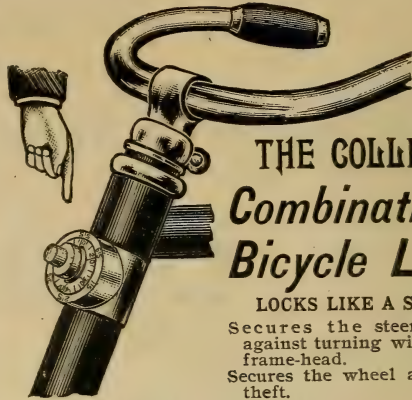
The above outlines show angles and general design
of our Model 70 or Road Racer. In this wheel beauty,
strength, and style are combined to an unusual degree.
Write for special circular and prices.

ARMSTRONG BROS. TOOL CO.

94 W. Washington St., Chicago.

WE MANUFACTURE TANDEM FITTINGS.

Mention Bearings



THE COLLINS Combination Bicycle Lock

LOCKS LIKE A SAFE.

Secures the steering-post
against turning within the
frame-head.

Secures the wheel against
theft.

Can be attached to any wheel.
Has combinations like a lock on a safe.
Needs no key.
Can be locked and unlocked in the dark.
Can be operated instantly.
Cannot be picked or clipped with nippers.
Is carried on the wheel.
No key to lose.
No lock to carry.
No chain to break.
Adds but a trifle to the weight.
Is always in position and ready for use.
Is an ornament to the wheel.
Saves time and labor for the rider.
Locks like a safe.

SOLD BY ALL DEALERS.

Or sent, prepaid, to any address in the United
States on receipt of \$2.

THE COLLINS MFG. CO.,

10 and 12 W. Pearl St., Indianapolis, Ind.

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"KANTSLIP" TOE-CLIPS.

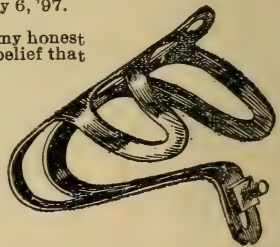
PATENTS APPLIED FOR.

CHICAGO, July 6, '97.
S. & M. MFG. CO.

Dear Sirs: It is my honest
opinion and firm belief that
your "Kantslip"
toe-clip is the
only toe-clip on
the market, and
I can not recom-
mend it any too
highly to the bi-
cycle riding pub-
lic.

Yours sincerely
B. E. GOODRICH,
Trainer,

National Cycle Mfg. Co.



SAMPLE PAIR, PREPAID, 50C.

AGENTS WANTED.

S. & M. MFG. CO.

17-21 QUINCY ST. - CHICAGO, ILL.

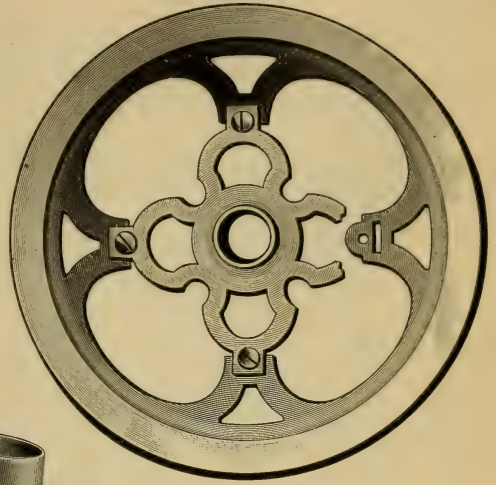
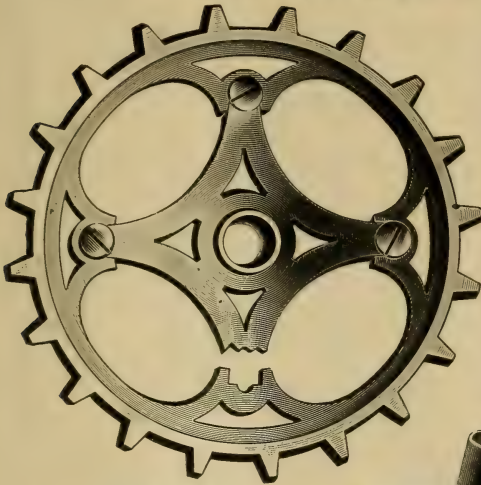
Have you seen our "Kantlose" Carrier.

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**SOLID or
DETACHABLE**

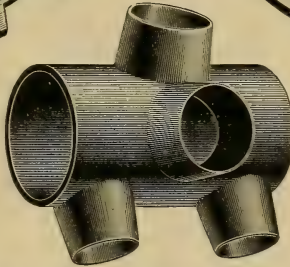
SPROCKET WHEELS

**17 to 32
....TOOTH**



CRANK-HANGERS
WITHOUT SEAM OR WELD.
For either Outside or Flush Connections.

MANUFACTURED BY
P. FORG
Opposite Somerville Station of
Fitchburg R. R.
SOMERVILLE, MASS.



CAUTION TO THE TRADE:

I desire to announce that LETTERS PATENT, issued to me under date of Dec. 3, 1895, covered the INTERLOCKING DEVICE of the rim and spider on DETACHABLE SPROCKET WHEELS. LETTERS PATENT also issued to me under date Dec. 3, 1895, and May 4, 1897, cover Stamped Crank-Hangers made without seam or weld and their process of manufacture. INFRINGEMENTS WILL BE PROSECUTED. Foreign patents for sale. A few licenses for the manufacture of the Crank-Hangers and Sprockets will be granted. Mention Bearings

**SIDE LIGHTS
ON A NEW
SUBJECT**

PRICE \$3.00

**THE
DIAMOND
TUBULAR BICYCLE LAMP**

**STRONGEST LIGHT ON THE MARKET
FOR SALE BY ALL DEALERS
ILLUSTRATED CIRCULAR FREE
C.T. HAM MANUFACTURING CO
ROCHESTER, N.Y.**

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MONON ROUTE
LOUISVILLE, NEW ALBANY & CHICAGO RY. CO.

TO

PHILADELPHIA

THROUGH SLEEPING CARS FROM CHICAGO



Don't forget the Monon
for the Annual Meet of
the L. A. W. in August.



BICYCLES CHECKED FREE

City Ticket Office,
232 CLARK STREET.

Depot,
DEARBORN STATION.

TOURNAMENT TICKETS FREE....

During the last three years over two millions of BEARINGS tournament tickets have been used by race promoters all over the country. They are very attractive in appearance, and are

**PRINTED IN THREE
COLORS ON GOOD
WHITE BOARD,**

the part below the perforation having on it the regular admission ticket of the promoters, which is torn off at the gate, the upper portion being retained by the purchaser and worn as are the tickets at horse racing meetings.

During 1897 we will again furnish these tickets on application (applicant to furnish copy and information as to number required, etc.).

FREE IN ANY QUANTITY

PRINTED, PERFORATED, AND STRUNG READY FOR USING.

Last year the advertisement of the Sterling Cycle Works was printed on the back of every ticket. This year we shall use portraits of prominent racing men instead. Those riders whose portraits will appear on the first lot printed will be Bald, Cooper, Ziegler, Michael, Hamilton, Wells, Lawson, Callahan, Marsh, Schinneer, McFarland, Miller, Eaton, Coulter, Davidson, Gracey, Loughead, and Kimble.

Tournament managers are requested to write for samples and any particulars not herein set forth.

ADDRESS, TICKET DEPARTMENT,

46-48 VAN BUREN ST.,
CHICAGO.

BEARINGS PUBLISHING COMPANY,



Send for number the current number of BEARINGS containing report of this week's and all other's of this week. one mailing this coupon to our office at 46-48 VAN BUREN STREET, CHICAGO, ILL.



BEARINGS

THE CYCLING
AUTHORITY
OF AMERICA

KEEP THIS IN SIGHT.

BEARINGS is a weekly magazine, like Scribner's; contains about 200 pages of matter pertaining to cycling in all its branches, and is well illustrated.



CHICAGO

ADMIT ONE

CHICAGO CYCLING CLUB TOURNAMENT,

JULY 5 and 6, 1897.

GRAND STAND.

THE STODDER PUNCTURELESS TIRE



NO METAL OR LEATHER
USED IN OUR TIRE

SINGLE TUBE
PUNCTURE PROOF
LIGHT DURABLE
RESILIENT AND
STEADY

STODDER PUNCTURELESS TIRE CO.
58 WARREN ST.
NEW YORK

"A HAPPY MAN IS HE WHO RIDES A STODDER TIRE"

Washington Branch—829 14th St., N. W.
Chicago Branch—123 Dearborn St.

Mention Bearings



GILLIAM SADDLES

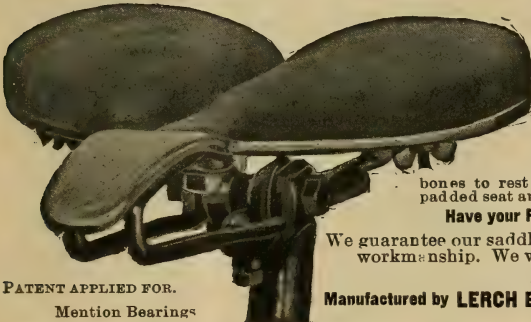
ARE STANDARD.

Handled by all dealers and furnished by
leading manufacturers. Send
for catalog.

GILLIAM MFG. CO., CANTON, O.

Mention Bearings

LERCH BICYCLE SADDLE



No. 2—Size adapted to the use of the great
majority of bicycle riders. Suitable for
ordinary sized men and misses. Length,
8½ in.; width, 8 in. Price, \$5.00.

CAN NOT INJURE THE RIDER.

THE LERCH SADDLE is unlike all others, as it is
slightly concave instead of convex; that is, the outer edges
of the seat plate are slightly higher than the center, thus
making it impossible to strain the muscles of the peri-
neum, the shape or pitch of the seat allowing the pelvic
bones to rest squarely and naturally upon the central portions of the
padded seat and renders impossible any strain upon the pubic arch.

Have your Physician explain from a scientific point its hygienic advantage.

We guarantee our saddles against breakage caused by defective material and
workmanship. We will replace any parts that break from such causes.

SEND FOR CATALOGUE.

Manufactured by LERCH BROTHERS, 5-15 E. Pratt St., Baltimore, Md., U.S.A.

PATENT APPLIED FOR.

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ABOUT CHAINS

(From Cycling Gazette).

"The great difference between high and low-grade wheels does not lie in the superior strength of the former so much as in the running and wearing qualities. There are three important reasons why cheap wheels do not retain their easy-running qualities after a few months' use. (1) In the first place they are invariably fitted with cheap chains, which alone is enough to make a wheel run hard in a short time. At best the chain is not an ideal means of transmitting power, but thus far it has proven the only practical method of propelling a bicycle. And in order to retain the easy-running qualities it behooves a manufacturer to use the best of material in this vital part of the wheel. The difference between the cost of the best chain and the cheapest chain is a matter of considerable moment, however, and the maker of cheap wheels, in placing his machine at rock-bottom price, is compelled to purchase the latter. The best quality of chains this year will run for several thousand miles without stretching a link, while there are some cheaper grades that have to be tightened after every ride. A chain once out of pitch makes a hard-running wheel, for not only does the chain run hard, but there is a continual grind on the teeth of the sprockets, which would not occur if the chain fitted them accurately."

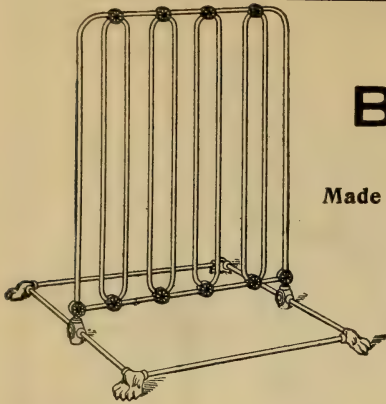
THE PEACOCK-CHICAGO CHAIN

is recognized as the standard bicycle chain. See to it that you get the best.

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ESTABLISHED 1860.

E. P. PEACOCK, CHICAGO.



THE EUREKA BICYCLE HOLDER

PATENT APPLIED FOR.

Made with 5, 7, or 9 Spaces. For both Lawn and Sidewalks.
Combining Strength, Durability, and Neatness
at a Low Price.

Prices and terms on application.

OLIVER BROS., LOCKPORT, N. Y.

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The Only Saddle.....

I.C.F.C.



International Cycle Fittings Co.

74 Reade Street, NEW YORK.

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COME AT LAST AND COME TO STAY!

Cycling Made Safe by the use of

STEWART'S NEW ROLLING

BICYCLE BRAKE

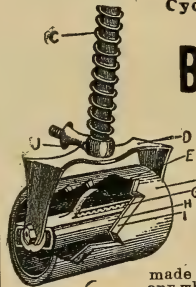
With inner frictional bearings.

Patented Jan. 26, 1897 (No. 575,938).

Feb. 9, 1897 (No. 576,912).

**SAFE, SURE, STRONG,
DURABLE, DUST-PROOF.**

Constructed on an entirely new principle. Takes the friction off the tire. The only brake on the market that does not either burn itself out or wear out the tire. Easily operated, made of the best material, and adjustable to any wheel. **PRICES:** Brake, roll, frame, stem, spiral spring, and adjusting cap at head of stem, \$2.00. Foot brake, \$2.50. Plunger brake (complete), \$3.75. **DISCOUNT TO DEALERS.**



WM. L. STEWART, - WILMERDING, PA.

Bicycle Guard

Lacing

OF EVERY DESCRIPTION.
WATER PROOF.
ALL COLORS.

1,000-YARD SPOOLS.

Or in hanks, tipped on both ends, in boxes of assorted colors.

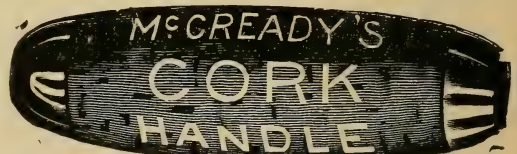
Prices and samples on application.

MANUFACTURED BY

FLETCHER MFG. CO.

18-20 Thomas St., New York City.

Mention Bearings 53 Lincoln St., Boston, Mass.



THE VERY BEST IN THE MARKET.

Being on the ground floor in this business, we believe we can offer you better goods for the money than anyone else in it. A, or first quality, 50 cents, B, or second quality, 40 cents per pair, postpaid. Be sure to give correct size of hole wanted. Special discounts to manufacturers and dealers.

THE R. W. MCGREADY CORK CO.

43, 45, 47 Illinois St.

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Chicago, Ill.



CALL'S RACING SHOES

were always good, but now better than ever.

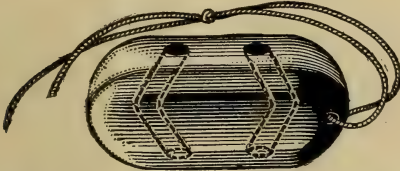
No. 203 Hand Sewed, weight 8 oz	\$1.50
No. 203A Chamois Lined	2.00
No. 203B Electric Soles	2.25
No. 203C Cleated Soles	2.50

Be sure and send size. Postpaid on receipt of price. Send stamp for illustrated catalogue telling all about Racing Suits, Bath Robes, Racing Shoes, Bicycle Sundries, Clothing, and up-to-date useful goods.

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Cyclers' Hygienic Inhaler

RETAIL PRICE, 10 CENTS.



It makes hill climbing easy, prevents dryness of the throat, increases respiration, prevents gasping for breath, keeps dust from the lungs. At all retail druggists and bicycle supply stores, or by mail on receipt of price to manufacturers,

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Indorsed by the medical profession and the leading riders of the world.
Mention Bearings

A BIG REDUCTION IN PRICE.



The "Curtis Adjustable Pedal Rubber"
50c. per set of four, postpaid.

REED & CURTIS MACHINE SCREW CO.
Mention Bearings Worcester, Mass.

THEY FIT! HAVE STYLE-ELK SOLE
"GLENDALE"
(BAT-TRAP PROOF.)



BIKE KOMFORT

HAND-SEWED with tested silk. No ripping. Dust proof. Gives speed. Order today. State size. Sent to any address in United States upon receipt of \$3.00. We have no agents.

ELLSWORTH SHOE MFG. CO.
Salesroom, 1307 Washington St., BOSTON, MASS.
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DON'T RIDE A WHEEL
without wearing a

BIKE JOCK-STRAP SUSPENSORY



Michael
McFarland
Schinner
Gardiner
Titus
Van Sicklen
Loughead

PATENT APPLIED FOR.

ALL THE CRACKS WEAR THEM

State your weight and mail \$1.00 to

SHARP & SMITH,

Sole Manufacturers,

73 Randolph Street - - CHICAGO.

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PUNCTUROID



MAKES ALL TIRES
SELF-HEALING.

Don't start on your trip without treating your tires with it. Written guarantee with each can. All dealers have it.

PRICE, \$1.00.

PUNCTUROID MFG. CO., 482 Boylston St., BOSTON.
Chicago—217 Lake St. Factory—Chelsea, Mass.
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ALUMINUM LACQUER

For bicycle spokes. It makes them bright and they stay bright. A postal brings circular and coin holder; 35 cents brings brush and bottle. Enough for one machine.

THE COLOPHITE MFG. CO.,
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Western Agents, The Chicago Bicycle Supply Co., 69 Dearborn St., Chicago.
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SIMON GRISCHOTT.

R. S. AIKENHEAD.

J. KOCH.

H. KOCH.

The St. Charles Hotel

American Plan,
\$2.50 to \$4.00.

Madison St., near Post Office, Toledo, Ohio.

ALL THE WHEELMEN STOP HERE.

E.W. BLISS CO.

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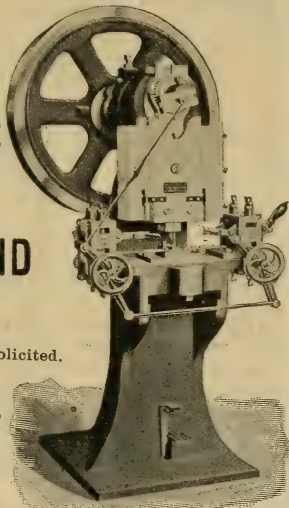
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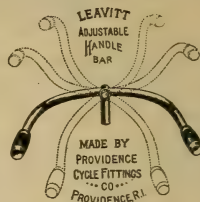
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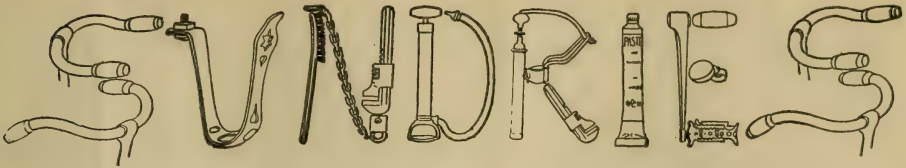
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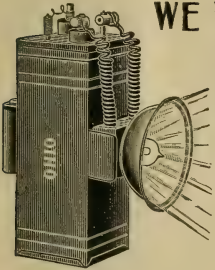


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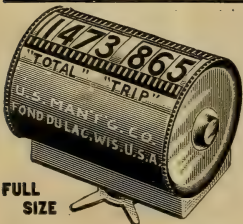
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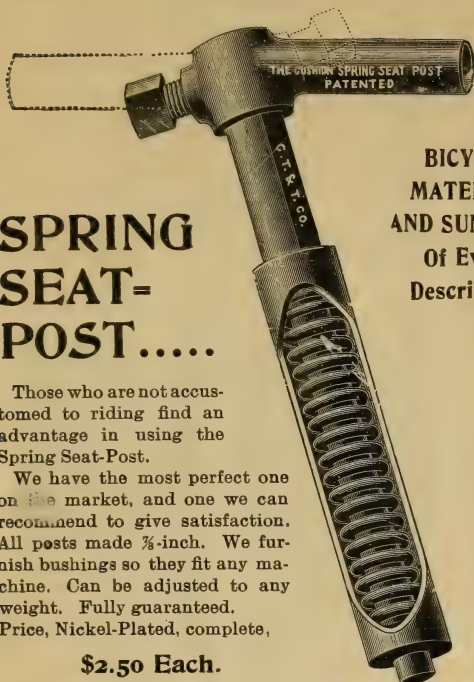
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